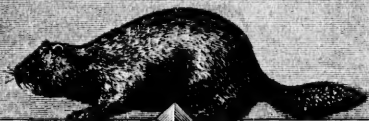


CORRECTED TO JUNE 30th, 1890



CANADIAN PACIFIC RAILWAY

ANNOTATED TIME TABLE



AGENCIES

Adelaide,	Aus.	Agents Oceanic S. S. Co.
Baltimore,	Md.	H. McMurtrie, Frt. & Pass. Agt., 203 East German St.
Boston,	Mass.	{ C. E. McPherson, Dist. Pass. Agt., 211 Washington St. H. J. Colvin, City Pass. Agt., 211 Washington St.
Brockville,	Ont.	G. E. McGlade, Ticket Agt., 145 Main St.
Buffalo,	N.Y.	Walter Hurd, Ticket Agent, 15 Exchange St.
Chicago,	Ill.	J. Francis Lee, Coml. Agt., 232 South Clark St.
Detroit,	Mich.	{ C. Sheehy, Dist. Pass. Agent, 11 Fort St. West. Geo. R. Van Norman, Dist. Frt. Agt., 11 Fort St. W.
Glasgow,	Scotland	A. Baker, European Traffic Agt., 25 Gordon St.
Halifax,	N.S.	C. R. Barry, Ticket Agent, 126 Hollis St.
Hamilton,	Ont.	W. J. Grant, 8 St. James St. South.
Hioo,	Japan	Frazar & Co.
Hong Kong,	China	Adamson, Bell & Co., Agents for China.
Liverpool,	Eng.	A. Baker, European Traffic Agent, 7 James St.
London,	Eng.	" " " 88 Cannon St.
London,	Ont.	T. R. Parker, Ticket Agent, No. 1 Masonic Temple.
Manchester,	Eng.	A. Baker, European Traffic Agent, 105 Market St.
Montreal,	Que.	{ W. F. Egg, Dist. Pass. Agt., Windsor St. Station. A. B. Chaffee, Jr., City Pass. Agt., 266 St. James St. W. B. Bulling, Jr., Dist. Frt. Agt., Windsor St. Station
New York,	N.Y.	{ E. V. Skinner, Gen. Eastern Agt., 353 Broadway. J. Ottenheimer, Land & Emigration Agt., 21 Broadway Everett Frazar, China & Japan Agt., 124 Water St.
Niagara Falls,	N.Y.	D. Isaacs, Prospect House.
Niagara Falls,	Ont.	George M. Colburn, Clifton House.
Old Orchard Beach, ..	Me.	W. F. Fernald, B & M. Rd.
Ottawa,	Ont.	{ J. E. Parker, City Pass. Agt., 42 Sparks St. J. A. Houston, Dist. Frt. Agt., 42 Sparks St.
Philadelphia,	Pa.	H. McMurtrie, Frt. and Pass. Agt., corner 3rd and Chestnut Sts.
Portland,	Me.	M. L. Williams, Maine Central Rd.
Portland,	Ore.	Passenger Agent, 6 Washington St.
Pt. Townsend,	Wash.	James Jones.
Quebec,	Que.	J. W. Ryder, Frt. & Pass. Agt., St. Louis Hotel.
Sherbrooke,	Que.	Geo. Duncan, Ticket Agent, 6 Commercial St.
St. John,	N.B.	Chubb & Co., Ticket Agents, Chubb's Corner.
San Francisco,	Cal.	{ M. M. Stern, Dist. Pass. Agt., Chronicle Building. D. B. Jackson, Pass. Agt., 214 Montgomery St. Goodall, Perkins & Co., Pacific Coast S. S. Co., } 10 Market St.
Sault Ste. Marie, ..	Mich.	T. R. Harvey, 37 Ashmun St.
Seattle,	Wash.	E. W. MacGinnis.
Shanghai,	China	Adamson, Bell & Co., Agents for China.
Sydney,	Aus.	Agent Oceanic S. S. Co.
Tacoma,	Wash.	W. R. Thompson, Frt. & Pass. Agt.
Toronto,	Ont.	{ W. R. Callaway, District } 118 King Street West. Passenger Agent,
Vancouver,	B.C.	G. McL. Brown, Ticket Agent.
Victoria,	B.C.	Allan Cameron, Frt. & Pass. Agt., Government St.
Winnipeg,	Man.	G. H. Campbell, City Ticket Agt., 471 Main St.
Yokohama,	Japan	Frazar & Co., Agents for Japan.

Corrected to June 30th, 1890

Term
385.09
C22CP
1890

CANADIAN

PACIFIC

RAILWAY

ANNOTATED TIME TABLE

With Information as to all C. P. R. Routes

GENERAL OFFICERS

HEAD OFFICES: MONTREAL, CANADA

W. C. VAN HORNE.....	President.....	Montreal
T. G. SHAUGHNESSY.....	Assistant President.....	Montreal
CHARLES DRINKWATER.....	Secretary.....	Montreal
GEORGE OLDS.....	General Traffic Manager.....	Montreal
T. A. MACKINNON.....	Manager of Transportation.....	Montreal
HENRY BEATTY.....	Man. Steamship Lines and Lake Traffic.....	Toronto
I. G. OGDEN.....	Comptroller.....	Montreal
D. MCNICOLL.....	General Passenger Agent.....	Montreal
C. E. E. USSHER.....	Assistant General Passenger Agent.....	Montreal
W. SUTHERLAND TAYLOR.....	Treasurer.....	Montreal
L. A. HAMILTON.....	Land Commissioner.....	Winnipeg
THOS. TAIT.....	Gen. Supt., Ontario & Atlantic Div.....	Toronto
C. W. SPENCER.....	Gen. Superintendent, Eastern Div.....	Montreal
WM. WHYTE.....	Gen. Superintendent, Western Div.....	Winnipeg
HARRY ABBOTT.....	Gen. Superintendent, Pacific Div.....	Vancouver
G. M. BOSWORTH.....	Asst. Frt. Traff. Man., O. & A. and E. Divs..	Toronto
ROBERT KERR.....	Gen. Frt. & Pass. Agt., W. & P. Divs.....	Winnipeg
D. E. BROWN.....	Asst. Gen. Frt. & Pass. Agt., W. & P. Divs..	Vancouver
J. N. SUTHERLAND.....	Gen. Freight Agent, Ont. Div.....	Toronto
A. C. HENRY.....	Purchasing Agent.....	Montreal
J. A. SHEFFIELD.....	Supt. S., D. and P. Cars and Hotels.....	Montreal
E. S. ANDERSON.....	General Baggage Agent.....	Montreal

11353

Miles
from
Montl

172

167

165

159

146

142

*Ac
treal at

Canadian Pacific Railway

ANNOTATED TIME TABLE

QUEBEC TO MONTREAL

Eastern Division—Quebec and Montreal: 172 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
Montreal					
Montreal	172	Quebec —Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759—No city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels are found. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport—The railways leading here are the Canadian Pacific and Quebec & Lake St. John. To Levis on the opposite bank of the St. Lawrence come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan and Dominion lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.		ARRIVE *2.30 P.M.	3053
Montreal				Places of interest	
Montreal					
Montreal					
Montreal					
Toronto				Railway & steamship connections	
Montreal					
Montreal					
Montreal					
Winnipeg					
Toronto					
Montreal					
Winnipeg					
Vancouver					
Toronto					
Winnipeg					
Vancouver					
Toronto					
Montreal					
Montreal					
Montreal	167	Lake St. John R'y Junction	Ancient settlements, originally seignories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at fre-	2.20	3048
	165	Lorette		2.12	3046
	159	Belair		2.00	3040
	146	Pont Rouge		1.33	3027
	142	St. Bazile		1.24	3023

*Additional trains leave Montreal for Quebec at 10.00 p.m., and Quebec for Montreal at 10.03 p.m.

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Van ^e V ^r
	LEAVE			ARRIVE	
137	2.45	Portneuf	quent intervals,	1.15	3018
133	2.54	Deschambault	giving water-	‡ 1.07	3014
130	3.02	Lachevrotiere	power to almost	1.00	3011
127	3.08	Grondines	every village.	12.53	3008
119	3.23	Ste. Anne de la Parade	The fishing is excellent in all of these streams, and one of them (the Jacques Cartier) is a noted salmon river.	12.38	3000
114	3.34	Batiscan	All the villages	NOON	
107	3.49	Champlain		12.27	2995
97	4.00	Piles Junction		12.10	2988
				11.51	2978
		are quaint and picturesque in the highest degree, and French is almost universally spoken. <i>Lake St. John Ry Junction</i> is at the divergence of a line to Lake St. John and the headwaters of the Saguenay, where shooting and fishing of every kind are plentiful. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From <i>Piles Junction</i> a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing.			
95	4.30 P.M.	§ Three Rivers	—Population 10,000. At the mouth of the St. Maurice, and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber. The Dominion Government has expended \$200,000 in improving navigation upon the St. Maurice, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.	11.30 LUNCH	2976
	St. Maurice River			Mills and iron works	
87	4.49	Point du Lac	The route now	11.12	2968
80	5.03	Yamachiche	lies across the	10.57	2961
74	5.15	Louiseville	lowlands stretch-	10.45	2955
70	5.25	Maskinonge	ing between the	10.35	2951
64	5.37	St. Barthelemy	northern bank of	10.23	2945
60	5.45	St. Cuthbert	the St. Lawrence	10.15	2941
56	5.53	Berthier Junc.	and the hills	10.08	2937
48	6.10	Lanoraie	which lie at a distance from the river constantly increas-	9.55	2929

§ Refreshment Station.

‡ Flag Station.

* Miles from Montreal

48

43

39

35

26

23

17

12

10

5

1

0

‡ Flag
* Add
treat at 1

Miles from Vancouver		West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
		LEAVE			ARRIVE	
IVE .15 .07 .00 .53 .38 ON .27 .10 .51	3018 3014 3011 3008 3000 2905 2988 2978	Ancient customs	ing as we proceed. This is for the most part a perfectly level and closely cultivated plain, cut up into the small fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,500), where Lake St. Peter is seen, are the ST. LEON SPRINGS, a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoraie</i> junctions are the stations for populous river-landings of the same names, reached by short branch lines; the former has a population of 2,500. From <i>Joliette</i>		Lake St. Peter	
		48 6.12	Joliette Junc.	Junc. diverge	9.54	2920
		43 6.22	La Valtrie Road	branch lines northward to	9.42	2924
		39 6.30	Vaucluse	JOLIETTE (pop. 3,500), ST. FELIX	9.35	2920
		35 6.40	L'Epiphanie	DE VALOIS (pop. 2,500)and St.Gabriel de Brandon.	9.27	2916
		26 6.55	St. Henri	At Terrebonne	9.12	2907
		23 7.05	Terrebonne	thenorth branch of the Ottawa is crossed. Here arethe limestone quarries which furnish most of the stone used in the neighboring cities,and in rail-	9.02	2904
		17 7.18	St. Vincent de Paul		8.50	2898
		12 7.35	St. Martin Junc.		8.40	2894
		10 7.41	Sault aux Re-collets		8.33	2896
		5 7.51	Mile-End		8.25	2901
		1	Hochelaga			2905
			way bridge-building, and other heavy masonry. The large building passed at <i>St. Vincentde Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main transcontinental line is joined and followed around the base of Mount Royal into Montreal.		EASTERN TIME	
		ARRIVE			A.M. P.M.	
		0 8.05	Montreal—Quebec Gate Station, Dal-		*8.10	2906
			housie Square.		LEAVE	

† Flag Station.

* Additional trains leave Montreal for Quebec at 10.00 p.m., and Quebec for Mon-

12	2968
57	2961
45	2955
35	2951
23	2945
15	2941
08	2937
55	2929

tation.

HALIFAX TO MONTREAL

Atlantic Section : 758 Miles

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal
0	P.M. 1.30	Halifax —Population 40,000. The Capital of Nova Scotia, from her long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of her magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mails, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified. The fortifications, the Arm, Bedford Basin, the Dockyard; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and a very important trade with Europe, the United States, the West Indies, etc., etc.		P.M. 10.30	758
	Halifax			Communication by str. with West Indies, etc.	
9	No stop-page	Bedford		No stop-page	749
14	2.00	Windsor Junc.	At Windsor Station. The Windsor & Annapolis		744
36		Milford	Railway traverses		722
40	2.48	Shubenacadie	that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .	9.22	718
62	3.40	Truro —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery, boasting several comfortable hotels. Speckled trout and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island.		8.40	696
	Trout and salmon fishing			Moose, cariboo & grouse shooting	
79	4.13	Londonderry	The Acadian	8.10	679
108	†5.10	Oxford Junction	Iron Works are three miles from	†7.17	650
121	5.40	Spring Hill Junc.	Londonderry, a	6.50	637

† Flag Station.

Miles from Halifax

13
14
17

188

201
211
234
255

277

		Miles from Halifax	West- bound Train	STATIONS—DESCRIPTIVE NOTES		East- bound Train	Miles from Montreal
			LEAVE			ARRIVE	
		139	6.13	Amherst	branch line extending to them. <i>Oxford</i> has extensive factories, a profitable industry being the manufacture of the celebrated Oxford cloths. Near <i>Spring Hill</i> are important coal mines—and from here a branch line extends to the watering place of Parsboro on the Minas Basin. <i>Amherst</i> is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. <i>Sackville</i> has a fine college and Methodist academies, and is situated in a choice grazing country. From <i>Painsec Junction</i> a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.	6.13	610
		148	6.32	Sackville		5.52	619
		179		Painsec Junction		4.48	579
			Fish- ing and shoot- ing			Minas Basin	
		188	7.50	Moncton —Population 7,500, situated on a bend of the Petitcodiac River. It is growing rapidly and bids fair to attain considerable importance. It is the centre of the Intercolonial Ry. System and offices and work shops are located here. It has several good hotels, and many important industries, prominent among which are the Sugar Refinery and Cotton Factory. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave many feet high.		4.25	570
			Head quar- ters of Inter- colonial Ry.			Local	
		201	8.14	Salisbury	The first part of the journey from Moncton to St. John lies through an unattractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. <i>Sussex</i> is a village that is likely to develop into a large town. It is situated in the beautiful Kennebecasis Valley and surrounded by some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please. <i>Hampton</i> is a popular summer resort for the citizens of St. John, and is growing steadily.	3.55	557
		211	8.32	Petitcodiac		3.30	547
		234	9.12	Sussex		2.50	524
		255	9.51	Hampton		2.00	503
			Pictur- esque scenery			Hills and heights	
		277	P.M. 10.45	St. John, N.B. —Population 40,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June,		1.15	481

† Flag Station

Miles from Halifax	West bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
	P.M.			
		1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens are resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city, and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply daily between St. John and Digby and Annapolis, and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.		
	Stately buildings			
	Bay of Fundy		St. John River	
279	P.M. 10.53	Fairville	1.07	479
291		Westfield	P.M. 467	467
301		Welsford	457	457
314		Hoyt	A.M. 444	444
321	12.06	Fredericton Junc.	11.53 437	437
		made for the city of Fredericton, sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.		
342	12.47	Harvey	11.13 416	416
361	1.28 A.M.	McAdam Junc.	10.40 397	397
		for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.		
367	1.40	Vanceboro —The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.	10.15 391	391
	St. Andrews Sea-side Resort		St. Croix River	

Miles from Halifax

379

383

388

393

402

414

423

430

444

450

465

483

499

509

517

532

539

552

563

		Miles from Halifax	West- bound Train	STATIONS—DESCRIPTIVE NOTES		East- bound Train	Miles from Montreal	
			LEAVE			ARRIVE		
		379	±2.14	Tomah	The country about these stations is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman, but as the villages are all new, they possess no features worthy of special notice.	±9.43	379	
		383	±2.22	Forest		±9.36	375	
		388	±2.31	Eaton		±9.29	370	
		393	±2.44	Danforth		±9.19	365	
		402	±3.00	Bancroft		±9.00	356	
		414	±3.25	Kingman		±8.37	344	
		423	3.45	Mattawamkeag	Here the Penobscot river is crossed, and many canoeists make this station their objective point, descending the river from Moosehead lake, a trip that offers great inducements in the way of fishing and scenery. At <i>Brownville Junction</i> the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line compares well with the best bits of Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson stream the road runs close to the base of Boarstone Mountain. The two stately iron bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.	8.20	335	
		430	4.03	Chester		8.00	328	
		444	4.32	Seboois		7.33	314	
		450	±5.03	Schoodic		±7.04	299	
		465	5.25	Brownville Junc.		6.52	293	
		483	±6.05	Onawa		6.05	275	
			A.M.			A.M.		
				Lake Onawa		Good fishing and hunting		
			A.M.					
		499	6.50	Greenville	Is a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine. This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, bear, grouse, etc., being found within a short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. <i>Moosehead</i> is a small station, also upon the lake shore. Near <i>Askwith</i> station the	5.30	259	
		509	7.13	Moosehead		±5.02	249	
		517	±7.30	Askwith		±4.47	241	
		532	±8.02	Long Pond		±4.17	226	
		539	8.17	Jackman		4.00	219	
		552	±8.45	Holeb	±3.35	206		
		563	9.20	Lowelltown	3.10	195		

‡ Flag Station.

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
	LEAVE		ARRIVE	
		Kennebec river leaves Moosehead lake. Trout brook is, as its name indicates, close to a good fishing water. From <i>Jackman</i> the Moose river and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. <i>Holch</i> , <i>Caswell</i> and <i>Lowelltown</i> are small stations near the boundary between Maine and Quebec.		
	Game and Trout			
	A.M.		A.M.	
567	9.32	Boundary	2.55	191
583	10.15	Lake Megantic	2.20	175
591	10.40	Spring Hill	1.50	167
597	10.54	Marsden	1.41	161
607	11.15	Scotstown	1.16	151
613		Gould		145
621	11.43	Bury	12.43	137
630	12.03	Cookshire	12.20	128
	NOON	Lake Megantic is twelve miles long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At <i>Megantic Station</i> sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip.		
	Spider Lake		MIDN'T	
635	12.17	Birchton	12.10	123
637	12.23	Bulwer	12.04	121
641	12.32	Johnville	11.55	117
648	12.50	Lennoxville	11.35	110
650	1.07	Sherbrooke	11.25	108
	P.M.		P.M.	
		road, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. <i>Sherbrooke</i> , the metropolis of the English-speaking district of the "Eastern Townships," is an exceedingly pretty place, with a population of about 9,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing. From here runs the Quebec Central Ry. to Quebec.		
	Magog and St. Francis rivers		Falls of the Magog	
654	1.20	Rock Forest	11.05	101
666	1.38	Magog	10.46	92
677	1.59	Eastman	10.22	81
680	2.08	South Stukely	10.13	78
685	2.10	Foster	10.03	73
688		Fulford		70
		<i>Magog</i> is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands		

† Flag Station.

	Miles from Montreal	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
IVE			LEAVE		ARRIVE	
				and surrounded by rugged heavily wooded hills. This lake is a justly popular one with summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily, during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At <i>Foster</i> the Sutton Junction and St. Guillaume Branch of the Canadian Pacific Ry. is crossed.		
			Owl's Head			
M.						
55	191					
20	175					
56	167					
41	161					
16	151					
	145					
43	137					
20	128					
			Str. to New- po't, Vt			
			P.M.			
		607	2.34	West Shefford		
		708	2.55	Brigham Junc.	\$9.43	61
		714	3.05	Farnham	9.25	50
		718		St. Brigide	9.10	44
		727	\$3.31	Iberville		40
		728	3.35	St. Johns	\$8.51	31
		732		L'Acadie	8.50	30
		739		St. Phillippe		26
		744		St. Constant		19
		748		Caughnawaga		14
		750		Lachine	\$8.14	10
		753	4.27	Montreal Junc.		8
		758	4.40	Montreal	7.57	5
			P.M.		7.45	0
				Lawrence, where dwell the descendants of the once powerful Iroquois nation. From here come the celebrated dusky lacrosse players. Crossing the broad St. Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of <i>Lachine</i> —thence on to <i>Montreal Junction</i> , from whence the several lines of the Canadian Pacific Railway extend to Toronto, London, Detroit, Quebec, Ottawa, Winnipeg and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure, lately completed, and known as the Canadian Pacific Railway's Windsor St. Station, Montreal.		
			Lach'e Rapids			
					Wind r St. Stn	
1.05	101					
0.46	92					
0.22	81					
0.13	78					
0.03	73					
	70					

ROUTES TO MONTREAL

From **New York** the traveller going to Montreal has choice of three routes. The most direct is by rail, or by steamship up the renowned Hudson River as far as Albany. Here he can take the route of the Delaware & Hudson Canal Company's railway, through Saratoga Springs, past Lake George, and along the mountainous western shore of Lake Champlain to Rouse's Point, N.Y., and thence down the storied Richelieu Valley, within sight of the Adirondacks, to Montreal; or he can go by rail, by way of Rutland and St. Albans, Vt., between the eastern margin of Lake Champlain and the Green Mountains; or he can take a slower but extremely enjoyable journey, with several exchanges from cars to steamboat, across Lakes George and Champlain to Burlington, Vt., and thence northward via the Vermont Central line. By either of the all-rail routes specified he leaves New York at 7.30 p.m.,* and reaches Montreal about 7.30 the next morning. He can also leave New York at 5 p.m. by steamer, or 4 p. m. by rail, and go northward via New Haven, Hartford and Springfield, up the beautiful Connecticut Valley to Newport, Vt., on Lake Memphremagog, reaching Montreal at 9.55 a.m.

From Montreal to New York trains are as follows: By the Delaware & Hudson Rd., 5.45 p.m.; by the Central Vermont 8.30 a.m. and 5.35 p. m.; by the Canadian Pacific Ry., via Springfield, 5.35 p.m. All these trains have sleeping or drawing-room cars.

From **Boston** through trains leave by the Boston & Maine Rd. at 9 a.m. and 7.30 p.m., arriving at Montreal at 8.25 p.m. and 7.55 a.m., respectively. The route traverses the most historic and interesting part of New England, including the cities of Lowell, Nashua and Manchester, in the Merrimac Valley; Concord, N.H., Lake Winnepesaukee and the White Mts.; and thence through the rich valleys of northern Vermont, past Lake Memphremagog and the Green Mts.—From Montreal, trains to Boston by the Montreal & Boston Air Line leave the Canadian Pacific station at 9 a.m. and 8.15 p.m., with drawing-room and sleeping cars.

From **Portland, Me.**, the Maine Central Rd. forms a straight and entertaining route. Its trains leave Portland at 8.45 a.m. week days only, and 6.15 p.m. daily, Sundays included, following up the Saco Valley, and entering the White Mts. at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's (at the foot of Mt. Washington), and run thence through Bethlehem to Lunenburg and across the lovely intervals of the Connecticut to St. Johnsbury, Vt., where they connect with the trains from Boston.—Trains leave Montreal for Portland at 9 a.m. and 8.15 p.m.

These trains from Boston and Portland cross the St. Lawrence by the magnificent new steel bridge of the Canadian Pacific Railway just above Montreal, and enter the city at their new Windsor Street Station. Transcontinental passengers travelling by day trains from Boston or Portland and not desiring to stop over in Montreal should change cars at Montreal Junction and there take transfer train to Mile-End, where connection is made with the Transcontinental train. Transcontinental passengers arriving in Montreal in the morning or desiring to stop over in Montreal will depart on Transcontinental trip from Dalhousie Square Station.

From **Niagara Falls, Toronto** and **The Thousand Islands** steamers descend daily from May to September through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence; or the traveller may cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway (see p. 57) in one day or one night, or reach the Transcontinental line via the Ontario route (page 53). Niagara Falls may be reached by several railroads from Boston, New York or Washington.

* See condensed time table at end of book. Time of foreign Railways is given as information only; it is not guaranteed, as it is subject to change.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
44	±10.02	Lachute	place of summer residence. From here to Ottawa the line follows	± 6.36	2802
49		St. Philippe			2857
75		Grenville			2849
		the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>Ste. Therese</i> three branch lines diverge to ST. LIN, ST. JEROME and ST. EUSTACHE. <i>Lachute</i> (pop. (2,000) has large paper mills and wood-working and other industries, and is an important shipping point for dairy products. At <i>Calumet</i> are extensive saw-mills, and these occur frequently all along the river. Near <i>Calumet</i> are the celebrated <i>Caledonia</i> Mineral Springs			
59	10.32	Calumet		6.10	2847
65	P.M.	Pointe au Chene		A.M.	2841
74		Montebello			2832
79		Papineauville			2827
84		North Nation Mills			2822
90		Thurso			2816
94		Rockland			2812
100	No stop.	Buckingham			2806
104		L'Ange Gardien			2802
109		East Templeton			2797
114		Gatineau			2792
118		Hull			2788
		—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond the station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the <i>Lievre</i> River. Crossing the <i>Gatineau</i> River, the Government Buildings at <i>Ottawa</i> come into view on a high cliff at the left—a striking group. From <i>Hull</i> a branch-line diverges, keeping north of the <i>Ottawa</i> through <i>AYLMER</i> and for fifty miles beyond. Leaving <i>Hull</i> , the main line swings round, crosses a long iron bridge from which a fine view of the <i>Chaudiere</i> Falls is obtained, and enters <i>Ottawa</i> , in the Province of Ontario.			
	Mines.			Phosphate mines	
	Aylm'r Br'nch				
120	12.20	Ottawa —Pop. 40,000. Capital of the Dominion. Picturesquely situated at the junction of the <i>Rideau</i> River with the <i>Ottawa</i> . The <i>Chaudiere</i> Falls, which here interrupt the navi-		A.M. Lv 4.30 Ar 4.10	2780
	MIDN'T				

Miles from Vane'v'r	Miles from Montreal	West-bound Train	STATIONS--DESCRIPTIVE NOTES	East-bound Train	Miles from Vane'v'r
		LEAVE		ARRIVE	
2802			gation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to PRESCOTT, on the St. Lawrence, and the Canada Atlantic Railway runs from here to Lake Champlain.		
2857					
2849					
		Capital of the Dominion		Lumber making	
	122		Skead's	Leaving Ottawa,	2784
2847	124		Britannia	the railway follows the south	2782
2841	128		Bell's Corners	bank of the	2778
2832	134		Stittsville	Ottawa River	2772
2827	143		Ashton	for a distance, and on its wide	2763
2822			stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.		
2816					
2812					
2806	148	1.20	Carleton Place (Junction) —Pop. 3,000. Junction of a branch-line running south, crossing the Montreal-and-Toronto line at SMITH'S FALLS; at BROCKVILLE, on the St. Lawrence, it connects with lines to New York, etc. At <i>Carleton Place</i> are large saw-mills, railway and other workshops.	Lv 3.10 Ar 3.00	2758
2802					
2797					
2792					
2788					
	155	1.35	Almonte	Proceeding from Carleton Place,	2.46 2751
	158		Snedden's	the line takes a north-westerly	2748
	163	± 1.52	Pakenham	course, still following the beautiful Ottawa Valley, which, to	±2.22 2743
	171	2.05	Arnprior	Pembroke and beyond, is well cultivated by	2.05 2735
	174		Braeside	English, Scotch and German farmers. Large clear streams come rushing	2732
	177	2.19	Sand Point	down to the Ottawa from the hills at the west,	1.54 2729
	183		Castleford		2723
	186		Russell's		2720
	189	2.50	Renfrew		1.26 2717
	198	± 3.12	Haley's		±1.06 2708
	205	± 3.29	Cobden		±12.49 2701
	211		Snake River		2695
	214		Graham's		MIDN'T 2692
	219		Government Road		2687
			and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river. At <i>Almonte</i> (pop. 3,000) are large		

2786

on.

§ Refreshment Station.

‡ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
	Factories	woollen mills and other manufactories. <i>Pakenham</i> and <i>Arnprior</i> are also important manufacturing points. At <i>Renfrew</i> (pop. 2,000) is the junction of the Kingston & Pembroke Ry., extending southward through a district abounding in iron to KINGSTON, on the St. Lawrence. <i>Pembroke</i> (pop. 4,500) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats frequently appear. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa through a country only recently cleared of timber, and not yet generally cultivated. The valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. <i>Chalk River</i> is a divisional point, with an engine-house and the usual railway buildings and appurtenances.		Kings-ton and Pembroke Ry.	
				MID-NIGHT	
224	4.12	Pembroke		12.05	2082
234	A.M.	Petewawa		MIDN'T	2072
246	5.00	Chalk River		11.15	2060
251	5.13	Wylie		11.05	2055
255	5.25	Bass Lake		10.56	2051
262	5.44	Moor Lake		10.30	2044
270	6.00	Mackey		10 20	2036
274	6.14	Rockcliffe		10.10	2032
284	6.38	Bissett		9.50	2022
297	7.08	Deux Rivieres		9.10	2000
307	7.33	Klock		8.40	2509
	Timb'r mills			Fish and game	
318	8.01	Mattawa		8.15	2588
330	8.32	Eau Claire		7.45	2576
337	8.50	Rutherglen		7.29	2560
344	9.05	Callander		7.13	2562
348	9.15	Nosbonsing		7.03	2558
358	9.32	Thorncliffe		6.43	2548
	Game	point for the lumbering districts. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding saw-mills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway			
	FIRST DAY				

Miles from Vane'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vane'v'r
		LEAVE		ARRIVE	
			here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. A mile beyond <i>Thorncliffe</i> is the junction of the Northern & Northwestern Div. of the G. T. Ry. from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where the actual connection with the Canadian Pacific Railway is made. (See p. 53.)	Valley of the Mattawan	
2082					
2072					
2060					
2055					
2051	364	9.55	§ North Bay - Pop. 1,800. A bright new town on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district for a long way about is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc., and there is a very good hotel.	6.20 P.M.	2542
2044		A.M.			
2036					
2032				Ch'nge cars for Tr'n'to	
2022		Lake Nipissing			
2009					
2509					
	374	†10.20	Beaucage	†5.56	2532
	378	†10.32	Meadowside	†5.44	2528
	387	10.52	Sturgeon Falls	5.24	2510
	397	†11.17	Verner	†4.59	2500
	406	†11.37	Warren	†4.39	2500
	419	†12.07	Markstay	†4.00	2487
	422	†12.15	Hill Crest	†4.01	2484
	431	†12.36	Wahnapitae	†3.41	2475
	436	†12.50	Romford	†3.28	2470
		NOON		P.M.	
			extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber-cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers in lots of 80 acres without price. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village with a saw-mill and several churches. Leaving the station, the railway crosses directly over the falls of the Sturgeon River. From <i>Sudbury</i> (pop. 900) a branch-		
2588					
2576					
2569					
2562					
2558					
2548					
		Sporting opportunities		Timb'r	
		P.M.		P.M.	
	443	1.12	§ Sudbury	3.13	2463
	455	†1.42	Chelmsford	†2.38	2451
	461	†1.55	Larchwood	†2.25	2445
	467	2.10	Onaping	2.10	2439
	478	2.45	§ Cartier	1.35	2428

§ Refreshment Station.

† Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
480	\$3.13	Straight Lake	\$1.06	2417
408	\$3.34	Pogamasing	\$12.45	2408
515	\$4.15	Metagama	\$12.04n.	2391
532	4.50	Biscotasing	11.22	2374
540	5.38	Ramsay	10.43	2357
504	\$6.15	Woman River	\$10.07	2342
581	\$6.56	Ridout	9.26	2325
500	\$7.42	Nemegosenda	8.40	2307
	P.M.	where an immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis. Transcontinental passengers in summer by taking the "Soo" train from Montreal at 10 a.m., Tuesdays and Fridays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Port Arthur without losing time. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are being erected near Sudbury to reduce the ores on the spot. Approaching <i>Onaping</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i>		
	Copper nickel and gold		SIXTH DAY	
615	8.30	Chapleau	A.M. 7.50	2201
620	\$9.09	Pardee	\$7.16	2277
644	\$9.47	Windermere	\$6.39	2202
661	\$10.31	Dalton	\$5.55	2245
675	11.07	Missanable	5.19	2231
685	\$11.34	Lochalsh	\$4.52	2221
694	\$11.59	Otter	\$4.28	2212
710	\$12.42am	Grassett	\$3.48	2196
727	\$1.26	Amyot	\$3.04	2179
747	2.25	White River	2.10	2159
763	\$3.30	Bremner	\$1.21	2143
776	\$4.23	Trudeau	\$12.42	2130
787	\$4.56	Cache Lake	\$12.15m.	2119
797	\$5.26	Melgund	\$11.50	2100

Missanable, where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. Beyond Missanable for sixty miles are many very heavy rock

Miles from Vancouver		Miles from Montreal		STATIONS—DESCRIPTIVE NOTES		East-bound Train		Miles from Vancouver	
LEAVE		ARRIVE							
2417				cuttings. <i>White River</i> , in addition to the engine-house and other buildings common to all divisional stations, has yards for resting cattle en route from the North-west to the eastern market. From <i>White River</i> station the railway follows the river of the same name to <i>Round Lake</i> , and then crosses a level tract with occasional rocky uplifts to the <i>Big Pic River</i> , which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i> , on the northeast angle of <i>Lake Superior</i> . From <i>Heron Bay</i> for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of <i>Lake Superior</i> , with deep rock cuttings, viaducts, and tunnels constantly recurring; and at intervals, where the railway is built in the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the look-out before reaching <i>Peninsula</i> . The great sweep around <i>Jackfish Bay</i> is particularly fine. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates <i>Nepigon Bay</i> from <i>Lake Superior</i> , and the shore of the bay is followed to and beyond <i>Nepigon</i> station. Between <i>Rosspoint</i> and <i>Gravel River</i> some of the heaviest work on the entire line of railway occurs. The constantly changing views on <i>Nepigon Bay</i> are charming. All of the streams emptying into <i>Lake Superior</i> contain speckled trout in plenty, and in some of the streams, <i>Nepigon River</i> especially, they are noted for their large size—six-pounders being not uncommon. <i>Nepigon River</i> , which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on <i>Lake Superior</i> , whitefish and the large lake trout are common. Three miles beyond <i>Nepigon</i> the railway turns around the base of <i>Red Rock</i> , a high		11.35	2104		
2408								11.12	2005
2391		802	\$5.50	Heron Bay				\$10.40	2084
2374		811	6.15	Peninsula				10.15	2076
2357		821	\$6.45	Port Coldwell				9.30	2000
2342		830	7.10	Middleton				P.M.	
2325		846	8.00	Jackfish					
2307			A.M.						
		SECOND DAY						Leaving Lake Superior	
		A.M.						P.M.	
		865	9.20	Schreiber				8.30	2041
		880	10.00	Rosspoint				7.52	2026
		896	\$10.50	Gravel River				7.07	2010
		912	\$11.37	Mazokama				\$6.29	1904
		NOON							
		Lake Superior						Superb scenes	
2291									
2277									
2262									
2245									
2231									
2221									
2212		928	12.26	Nepigon		All of the streams emptying into <i>Lake Superior</i> contain speckled trout in plenty, and in some of the streams, <i>Nepigon River</i>		5.53	1978
2196		946	\$1.11	Wolf River				\$5.15	1960
2179		961	\$1.54	Pearl River				4.40	1945
2159		970	\$2.14	Loon Lake				4.20	1930
2143		979	\$2.44	Mackenzie				4.00	1927
2130									
2119									
2109									
		Trout fishing						EASTERN TIME (Port Arthur to Montreal)	

tation.

§ Refreshment Station.

† Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	ARRIVE	bright-red cliff, and, avoiding the heads of Black Bay and Thunder Bay, takes a straight course for <i>Port Arthur</i> , and from the higher elevations delightful views of Thunder Bay are to be had.		
903	3.15 P.M.	Port Arthur —Terminus Eastern Division.	P.M. 3.30	1913

Western Division—Port Arthur and Donald : 1,454 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
903	14.30* 2.30 P.M.	Port Arthur —Pop. 5,500. Formerly called Prince Arthur's Landing. A beautifully situated town on the west shore of Thunder Bay, an important arm of Lake Superior; together with <i>Fort William</i> , four miles distant, the lake port of the Western Section of the Canadian Pacific Railway, and the chief Canadian port on Lake Superior. Large numbers of steamers and other lake craft arrive and depart daily. The fine steamships of the Canadian Pacific Company ply between here and Owen Sound (see page 42). The town has a large grain elevator, extensive docks and a well established trade. It has substantial buildings and a number of hotels—one of them a very handsome structure. From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, Port Arthur has become a favorite resort for tourists. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. Watches should be set back one hour, in conformity with "Central" standard time.	14.30* 2.30 P.M.	1913
	CENTRAL TIME (Port Arthur to Brandon)		FIFTH DAY	
	The Harbor		Civic wealth	
			Thunder Bay	
908	14.45	Fort William —Pop. 1,700. A Hudson's Bay Co's post of 100 years or more standing, but now given up to the requirements of modern commerce. The fur house of the old fort is now used as an engine house for the great coal docks and some of the largest	14.10	1908

* The 24-hour system is in use on the Western and Pacific Divisions. By this system the A. M. and P. M. are abolished, and the hours from noon to midnight are counted as from 12 to 24 o'clock.

Miles from Montreal

1011

1022

1031

1051

1050

1070

1080

1088

1008

1110

1118

1128

1146

1163

1174

1196

1204

1226

1236

1244

1250

1267

1283

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
			LEAVE			ARRIVE	
			This train stops 25 min. at Fort William	grain elevators in the world overshadow all. The Kaministiquia river, a broad deep stream with firm banks, affords extraordinary advantages for lake traffic, and immense quantities of coal, lumber and grain are handled here. There are railway workshops and the usual buildings and sidings incident to a divisional point.		Train stops 25 min.	
P.M. 301v	1913						
Donald :							
		1011	15.50	Murillo	From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. <i>Murillo</i> is the railway station for the Rabbit Mountain silver district, and four miles from the station	13.00	1805
		1022	16.20	Kaministiquia		12.35	1884
		1031	16.42	Finmark		12.10m	1875
		1051	17.45	Dexter		11.20	1855
		1050	18.00	Linkoping		11.05	1847
		1070	18.45	Savanne		10.40	1830
		1080	19.10	Upsala		10.07	1826
		1088	19.30	Carlstad		9.50	1818
		1098	19.55	Bridge River		9.25	1808
		1110	20.30	English River		8.55	1796
		1118	20.50	Martin		8.30	1788
		1128	21.15	Bonheur		8.05	1778
				are the Kakabeka Falls, where the Kaministiquia leaps from a height exceeding that of Niagara. The railway follows up this river to <i>Kaministiquia</i> , and then ascends the Mattawan and Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i> . Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected			
		1146	22.15	Ignace	rivers and lakes much of the way; two of his boats may be seen just beyond the station at <i>Savanne</i> . <i>Ignace</i> is a divisional point, but otherwise is of little consequence as yet.	7.00	1760
		1163	22.57	Raleigh	At <i>Eagle River</i> , two beautiful falls are seen, one above and	6.10	1743
		1174	23.25	Tache		5.45	1732
		1196	24.20	Wabigoon		4.45	1710
		1204	24.40m	Barclay		4.25	1702
		1226	1.35	Eagle River		3.25	1680
		1236	2.05	Vermillion Bay		2.55	1670
		1244	2.30	Gilbert		2.30	1662
		1250	2.50	Parrywood		2.05	1656
		1267	3.40	Hawk Lake		1.15	1630
		1283	4.20	Rossland		24.25	1623
				the other below the railway. From here, to and beyond Rat Portage, the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description and deep rock-bound lakes are always in sight. <i>Rat Portage</i> (pop. 900) at the principal outlet of the Lake of the Woods, is an important town with several large saw-mills, the product of which			
			The Lake of the Woods			Rat Portage	
4.10	1908						
us. By this midnight are							
§ Refreshment Station.				‡ Flag Station.			

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE			ARRIVE		
		is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery. It is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break through a narrow rocky rim at Rat Portage and Keewatin, and fall into the Winnipeg River. The cascades are most picturesque; they have been utilized for water power for a number of large saw-mills at both places. At <i>Keewatin</i> (pop. 600)				
1201	5.00	Rat Portage		MIDN'T 23.45	1615	
1205	5.19	Keewatin		23.25	1611	
1310	‡ 5.55	Deception		22.35	1506	
1314	6.10	Kalmar		22.20	1502	
1322	‡ 6.30	Ingolf		21.55	1584	
1333	6.57	Telford		21.25	1573	
1343	7.21	Rennie		20.55	1563	
1363	8.05	Whitemouth		20.05	1543	
1369	‡ 8.17	Shelly		19.50	1537	
1379	8.40	Monmouth		19.25	1527	
1388	9.01	Beausejour		19.05	1518	
1403	9.34	Selkirk		18.30	1503	
1400	‡ 9.47	Gonor		18.10	1497	
1416	10.02	Bird's Hill		17.53	1490	
		is a mammoth flouring mill built of granite quarried on the spot. At <i>Whitemouth</i> , saw-mills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At <i>East Selkirk</i> the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and <i>Winnipeg</i> is reached.				
	THIRD DAY					
1421	14.20	§ Winnipeg	Alt. 700 ft. Pop. 28,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the junction of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available; and has street railways, electric lights, a fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and excellent refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are here, as also is the chief land office of the Government in the West. The Com-	LV 17.30 Ar 16.30	1482	1431 1439 1446 1453 1459 1464 1473
	DIN- NER at the Sta- tion Res- tau- rant			SUP- PER at the Sta- tion Res- tau- rant		
	Fort Garry					1480

§ Refreshment Station.

‡ Flag Station.

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE			ARRIVE		
	M. & N. W. railway	flouring mills and grain elevators, a brewery, paper-mill, biscuit factory and other industries. The Manitoba & Northwestern Railway extends from here 180 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.		M. & N. W. Ry.		1673 1680
1486	17.16	Burnside	Between Port-	13.50	1420	
1502	17.50	McGregor	age la Prairie	13.16	1404	
1509	18.08	Austin	and Brandon,	13.00	1397	
1517	18.31	Sydney	stations succeed	12.42	1389	
1522	18.44	Melbourne	one another at	12.30	1384	
1530	19.01	Carberry	intervals of five	12.15	1376	
1538	19.21	Sewell	or eight miles,	11.56	1368	
1546	19.39	Douglas	and many of	11.42	1360	
1551	19.52	Chater	them are sur-	11.30	1355	
			rounded by			
			bright and busy			
			towns; and at			
			nearly all are tall			
			and massive elevators, with now and			
			then a flouring mill. After passing			
			through a bushy district, with fre-			
			quent ponds and small streams, con-			
			taining many stock farms, for which			
			it is peculiarly adapted, the railway			
			rises from <i>Austin</i> along a sandy slope			
			to a plateau, near the centre of which			
			is situated <i>Carberry</i> (pop. 700), an im-			
			portant grain market. From <i>Sewell</i> it			
			descends again to the valley of the			
			Assiniboine. The Brandon Hills are			
			seen towards the southwest. Four			
			miles beyond <i>Chater</i> the Assiniboine			
			is crossed by an iron bridge and <i>Brandon</i>			
			is reached.			
				CENTRAL TIME (Brandon to Port Arthur)		1688
1557	Ar 20.05 Lv 19.15	Brandon —Alt. 1,150 ft. Pop. 5,400. A		10.05	1349	1696 1704 1711 1719 1728 1738
		divisional point; the largest grain				
		market in Manitoba; and the dis-				
		tributing market for an extensive and				
		well settled country. It has five grain				
		elevators, a flouring mill and a saw-				
		mill. The town is beautifully situated				
		on high ground, and although only				
		six years old, has well-made streets				
		and many substantial buildings. A				
		railway is being built northwestward				
		towards the Saskatchewan country.				
		The standard time changes here to				
		"Mountain"—one hour slower. Be-				
		yond Brandon				
1565	19.36	Kemnay	the railway	9.42	1341	
1573	19.55	Alexander	draws away from	9.22	1333	
1581	20.18	Griswold	the Assiniboine	8.56	1325	
1589	20.36	Oak Lake	River and rises	8.37	1317	
1604	21.17	Virden	from its valley	7.56	1302	
1621	22.15	Elkhorn	to a "rolling"	6.57	1285	
1635	22.52	Fleming	or undulating	6.20	1271	
1643	23.12	Moosomin	prairie, well oc-	6.00	1263	
1659	23.52	Wapella	cupied by pros-	5.20	1247	
			perous farmers,			
			as the thriving			
			villages at fre-			

§ Refreshment Station.

‡ Flag Station.

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East-bound train		Miles from Vancouver	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	
LEAVE			ARRIVE				
&N. Ry.		1073	24.27	Whitewood	quent intervals bear evidence.	4.43	1233
		1080	24.46	Percival	<i>Virden</i> is the market town of a particularly attractive district; but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the Province of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that province, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> the country northward is accessible by a bridge over the Qu'Appelle River. <i>Percival</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.	4.25	1226
3.50	1420				Approaching Manitoba		
3.16	1404						
3.00	1397						
2.42	1389						
2.30	1384						
2.15	1376						
1.56	1368						
1.42	1360						
1.30	1355						
CENTRAL TIME (Brandon to Port Arthur)							

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
1748	3.45	Qu'Appelle —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission.	1.15	1158	1822
	Fort Qu'Appelle		Qu'Appelle Valley		1839
1756	±4.06	McLean	For eight miles beyond Qu'Appelle station the country is somewhat wooded.	±24.48	1876
1765	4.29	Balgonie		24.25	1896
1772	±4.47	Pilot Butte		±24.07	1913
		At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.			1921
					1929
			The Regina plain		
			MIDN'T		
1178	5.10	Regina —Alt. 1,875 ft. Pop. 2,200. The capital of the Province of Assiniboia, and the distributing point for the country far north and south. A railway extends northward to Long Lake, beyond the Qu'Appelle River, and is to be carried on to Battleford and Edmonton on the North Saskatchewan. The Executive Council of the Northwest Territories, embracing the provinces of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these provinces. A mile beyond the station, the governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally.	23.35	1125	1935
		Capital of N. W. Terr's	Capital of N. W. Terr's		
1798	5.52	Pense		22.15	1108
1814	±6.34	Pasqua		22.15	1092

§ Refreshment Station.

‡ Flag Station.

Station and Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE		LEAVE		ARRIVE	
1.15	1158	1822 7.10	§ Moosejaw —Alt. 1,725 ft. Pop. 600. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone."	21.40	1084
Ap- elle alley					
4.48	1150	1839 7.50	Caron	20.57	1067
4.25	1141	1857 8.35	Parkbeg	20.09	1049
4.07	1134	1867 9.01	Secretan	19.42	1030
		1876 9.22	Chaplin	19.18	1030
		1896 10.12	Morse	18.25	1010
		1913 10.57	Rush Lake	17.40	993
		1921 11.15	Waldeck	17.20	985
		1929 11.36	Aikins	17.00	977
			<p>From Moosejaw, the line steadily rises on the eastern slope of the <i>cokeau</i> and winds through an irregular depression to the basin of the Old Wives' lakes—extensive bodies of water having no outlet and consequently alkaline. The northernmost of these lakes is reached at <i>Chaplin</i>. The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may now be frequently seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is Rush lake, a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At Rush Lake the railway passes through the first of the large farms recently started by Sir John Lister Kaye and now controlled by an English company. These farms, ten in number, occur at intervals of thirty miles between this station and Calgary. Each of them contains an area of 10,000 acres, and it is the intention ultimately to have 4,000 acres under cultivation at each point.</p>		
			Game & wild fowl	The Buffalo plains	
3.35	1125			Wild fowl	
2.15	1108	1935 12.00	§ Swift Current —Alt. 2,400 ft. Pop. 300. A railway divisional point, on a pretty stream of the same name, about which a town is growing up, sustained by the numerous cattle ranches in the vicinity. It is also the site of one of the Canadian Agricultural Company's farms. The farm is stocked with eighty horses, five hundred cattle and two thousand sheep, and in this respect is similar to all the farms belonging to the Company. The well appointed farm buildings, including a large Cream-	16.30	971
2.15	1092				
g Station.					

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
		is a large reservation occupied by the Blackfeet Indians, and some of them are seen about the stations. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached.	Last glimpses of the Rockies		2318 2326
2264	2.30	Calgary —Alt. 3,388 ft. Pop. 3,400. The most important, as well as the handsomest, town between Brandon and Vancouver. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.		2.10	642
	Calgary's advantages		Importance of Calgary		
2273	2.56	Keith —Alt. 3,525 ft.		1.44	633
2287	3.35	Cochrane —Alt. 3,700 feet		1.07	619
2297	4.05	Radnor —Alt. 3,800 ft.		24.40	609
2306	4.28	Morley —Alt. 4,000 ft.		24.17	600
		or terraces. Extensive ranches are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and myriads of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal-mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys "change into broken ravines, and lo! "through an opening in the mist, "made rosy with early sunlight, we "see, far away up in the sky, its delicate pearly tip clear against the blue, "a single snow peak of the Rocky "Mountains. . . . Our coarse natures "cannot at first appreciate the exquisite aerial grace of that solitary "peak that seems on its way to "heaven; but, as we look, gauzy mist "passes over, and it has vanished." (<i>Lady Macdonald.</i>)			
	The ranch's of the foot-hills				
				MIDN'T	

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS--DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
RIVE			LEAVE			ARRIVE	
ast imps f the ock- ies		2318	5.01	Kananaskis --Alt. 4,100 ft.	Approaching Kananaskis the mountains suddenly appear close at hand	23.45	588
		2326	5.25	The Gap --Alt. 4,200 ft.		23.27	580
2.10	642			<p>and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white, and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond Kananaskis station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mount, and in approaching the station called <i>The Gap</i>, a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has dis-</p>			
mpor- ance of Cal- gary			Kan- an- askis Falls			Kan- an- askis Falls	
1.44	633						
1.07	619		En- trance to the Rock- ies			Exit from the moun- tains thro' Bow River Gap	
24.40	609						
24.17	600						
IDN'T							
			The Three Sisters				
			Ge- ology of the moun- tains			Peculi- arities of moun- tain scen'ry	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
	Their grandeur	appeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.	Cascade Mt.		2344
2331	5.55	§ Canmore —Alt. 4,230 feet. Pop. 200. Railway divisional point. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	23.05	575	
2339	†6.15	Duthil —Alt. 4,275 ft.	22.46	567	
2241	6.22	Anthracite —Alt. 4,350 ft.	22.37	565	
	Be'uty of the pass	“Here the pass “we are travel- “ling through “has narrowed “suddenly to four miles, and as mists “float upwards and away, we see “great masses of scarred rock rising “on each side—ranges towering one “above the other. Very striking and “magnificent grows the prospect as “we penetrate into the mountains at “last, each curve of the line bringing “fresh vistas of endless peaks rolling “away before and around us, all “tinted rose, blush-pink and silver, “as the sun lights their snowy tips. “Every turn becomes a fresh mystery “for some huge mountain seems to “stand right across our way, barring “it for miles, with a stern face “frowning down upon us; and yet a “few minutes later we find the giant “has been encircled and conquered, “and soon lies far away in another “direction.” (<i>Lady Macdonald.</i>) The over-hanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in	Be'uty of scen'ry along the Bow		

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE		ARRIVE	
Cascade Mt.			Anthracyte coal	enormous mass and advance boldly to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at <i>Anthracyte</i> station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods.	Anthracyte coal	
23.05	575	2344	6.45 a.m.	Banff —Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made.—The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's-Head Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction.—The village of Banff (several small inns) is two miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent new hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury	22.25 10.25 p.m.	562
The Three Sisters			Rocky M'tain Park		Rocky M'tain Park	
22.46	567				Devil's Lake	
22.37	565					
Beauty of country along the Bow			Cascade M'tain			
			Names of mountains seen at Banff station		Names of mountains visible from the station	
			The village		Banff village	

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS - DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
ARRIVE			LEAVE			ARRIVE	
P. R. hotel			Vermillion pass		trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	Pilot and Copper Mts.	
Banff Hot Springs			Mount Lefroy			Bow River and Mt. Lefroy	
22.05	554	2380	8.15	Laggan —Alt. 4,930 ft. At <i>Laggan</i> the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. You seem to be almost on a level with it, and at the distance of hardly half-a-dozen miles; but it is 1,300 feet above you, a round dozen miles away, and almost inaccessible, by reason of the ravines, rocks and forest which intervene. "As we rise toward the summit from Laggan," writes Lady Macdonald, "the railway's grade gets steeper, tall forests gather round us, and a curious effect is produced by glimpses of snowy spurs and crests peeping through the trees, and of which, though apparently near us, we see no base. This conveyed to me an idea of our elevation."	21.00	520	
Entering Rocky Mt. Park			The first glacier			Descent of the Atlantic Slope	
21.40	543		Nearing the summit				
21.22	536						
Saw back range		2387	± 8.39	Stephen —Alt. 5,206 feet.	The station at the summit of the Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude	20.43	519
		2380	8.50	Hector —Alt. 5,190 ft.		20.35	517

‡ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
	Summit of the Rockies	<p>tude—is named in honor of Sir George Stephen, Bart., formerly President of the Canadian Pacific Ry. Co. The small lake at the station, called Summit Lake, vividly reflects the surrounding mountains. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i>, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the north, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Passing through a short tunnel, and hugging the base of the mountain closely the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.</p>	Summit of the Rockies	
	Sublime scenery		Wapta Lake	
	Mt. Stephen and its glaciers		In front of Mt. Stephen	
2397	10.00	§ Field —Alt. 4,050 ft. At <i>Field</i> is a charming little hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Otter-tail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right.	19.50 Leave 19.20 Arrive	500
	Breakfast at the Mt. Stephen House		Supper at the Mt. Stephen House	
2404	†10.25	Otter-tail —Alt. 3,700 ft.	†18.48	502
2410	†10.43	Leancoill —Alt. 3,570 ft.	†18.27	496
		Two miles beyond Field, very lofty, glacier bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kicking Horse), and after crossing a high bridge over the		

§ Refreshment Station.

† Flag Station.



East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
ARRIVE			LEAVE			ARRIVE	
Summit of the Rockies			West'n slope of the Kicking Horse Pass	<p>Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leanchoil</i>, where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the south-east as far as the eye can reach. These are the Beaverfoot Mts. At the right Mt. Hunter pushes his huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against his base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway.</p>		Van Horne Range	
Wapta Lake						Beaverfoot and Otter-tail Mts.	
In front of Mt. Stephen		2418	11.08	<p>Palliser—Alt. 3,250 ft. The canyon rapidly deepens until, beyond <i>Palliser</i>, the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.</p>		18.00	488
19.50 Leave	500		Lower canyon of the Wapta			Lower canyon of the Wapta	
19.20 Arrive		2431	11.53	<p>Golden—Alt. 2,550 ft. The train suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and</p>		17.15	475
Supper at the Mt. Stephen House		2437	12.08	<p>Moberly—Alt. 2,540 feet.</p>		16.57	409
18.48	502		The Columbia and the Selkirks			At the foot of the Rockies	
18.27	496						
Flag Station.				† Flag Station.			

Miles from Montreal	West-bound Train	STATIONS	DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
			rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Mondays) up the Columbia to the lakes at the head of the river, 100 miles distant. About <i>Golden</i> , and at various places above, especially at the base of the Spillimachee Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i> , the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.		
		Golden		ARRIVE	
		Navigation of the Upper Columbia		Agri- culture, sport and mines in the Kootenay Valley	
		Moberly		MOUNTAIN TIME (Donald to Brandon)	
				LEAVE	
2448	12.35	Donald	Terminus of Western Division.	16.30	458

Pacific Div. — Donald and Vancouver: 459 Mls.

Miles from Montreal	West-bound Train	STATIONS	DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
			rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Mondays) up the Columbia to the lakes at the head of the river, 100 miles distant. About <i>Golden</i> , and at various places above, especially at the base of the Spillimachee Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i> , the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.		
				ARRIVE	
2448	11.45	Donald	Alt. 2,530 ft. <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the head-quarters for the mountain section of the railway, with repair shops, etc. It is an important supply point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard. — Leaving <i>Donald</i> the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beavermouth</i> , the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	15.20	458
2450	12.20	Beavermouth	Alt. 2,500 ft.	14.15	447
	NOON				
				Second crossing of the Columbia	
				PACIFIC TIME (Donald to the Coast)	

		Miles from		STATIONS—DESCRIPTIVE NOTES		Miles from			
		Montreal	West-bound Train			East-bound Train	Vancouver		
ARRIVE		2405	12.40	LEAVE		ARRIVE			
				Six-Mile Creek —			141		
				Alt. 2,900 ft.					
		2474	13.15	Bear Creek —Alt.			132		
				3,500 ft.					
AGRI- cul- ture, sport and mines in the Kootenay Valley				into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up <i>Bear Creek</i> along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses <i>Stony Creek</i> —a noisy rill, flowing in the bottom of a nar-		Beav'r Valley		Beav'r mouth	
				Big trees		Descent of the Beav'r Valley			
						Superb view of the Selkirks		Superb views westward	
						Tor-rents & cas-cades		Stony Creek bridge	
LEAVE		16.30	153						
459 MIs.									
ARRIVE		15.20	458						
		14.15	147						
MOUNTAIN TIME (Donald to Brandon.)									
East-bound Train		Miles from Vancouver							
West-bound Train		Miles from Vancouver							
Stony Creek bridge									
Flag Station.									

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
		row, V-shaped channel, 295 feet below the rails— one of the loftiest railway bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Roger's Pass, at the summit. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height, its numberless pinnacles piercing the very zenith. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery!—In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Roger's Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving barely room for the railway.			2481
	Bear Creek		Descent thro' Bear Creek gorge		
	Mt. Macdonald		Exit from Rogers Pass		
	The Hermit				
2479	13.35	Roger's Pass —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate	13.35	427	2483
	Peaks and glaciers in Rogers Pass		Mts. Macdonald and Hermit		

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
DEPART			LEAVE			ARRIVE	
				traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.			
			A National reserve			SECOND DAY	
		2481		Selkirk Summit —Alt. 4,300 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.			425
			Source of the Illicilliwaet			The summit of the Selkirks	
			The Great Glacier			Over-looking the gorge of the Illicilliwaet	
			Dinner			Dinner	
		2483	Arrive 13.35	Glacier House —Alt. 4,122 ft. Station and hotel within twenty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Roger's Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its		Leave 13.15	423
			Leave 14.25			Arrive 12.45	
			Sir Donald			Sir Donald and other peaks	

§ Refreshment Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
		berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Great Glacier is exactly a mile and a half away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Roger's Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and made furnish fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of Big-horn sheep and the mountain goat, the latter almost unknown southward of Canada. Bears can also be obtained. No tourist should fail to stop here for a day at least.			2505
	Names of the peaks		The great glacier of the Selkirks		
	The Great Glacier				2515
	Game	Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illicilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snowshed, the summit range, near Roger's Pass, is yet visible, with Sir Donald overlooking all.	Game		
	The Loop		Climbing the Loops		2527
2490	14.50	Ross Peak —Alt. 3,600 feet.	NOON 12.18	416	
2490	15.20	Illicilliwaet —Alt. 3,593 feet.	11.48	407	
		is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British			

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE			
			Silver mines	Columbia is famous, and there are exceedingly grand outlooks all along. At <i>Illicilliwact</i> station are many silver mines penetrating the crest of one of the lofty hills north of the railway. A considerable town has sprung up within a few months, and large shipments of rich ore have already been made. Caribou occur in numbers from here down to the Columbia.	Game, lumber and silver mines	
		2505	15.47	Albert Canyon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	11.21	401
The Great Glacier of the Selkirk			Canyons of the Illicilliwact		Gorge of the Illicilliwact	
		2515	16.17	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As we approach the western base of the Selkirk, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke.	10.51	391
			Base of the Selkirk		Entering the Selkirk	
		2527	17.02	Revelstoke —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirk, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft. It is navigable southward to the International boundary, 200 miles distant, and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful and fertile country, and where the opportunities for sport are unlimited. A delightful side-trip on the river can be enjoyed by taking str. Marion from here down the Columbia river to Sproat's Landing, a run of 165 miles through lovely scenery. Revelstoke	10.06	379
			The Columbia		First crossing of the Columbia	
2.18	416			‡ Flag Station.		
1.48	407					

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE				ARRIVE	
	Gold range	has an important trade with the mining country above and below, and Kootenay lake and valley are easily reached from here. The two peaks southeast are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie imposing and glacier-studded.				
2536	17.32	Clanwilliam —Alt. 1,900 ft.	The Columbia is crossed upon a bridge half a mile long, and the Gold range is at once entered by Eagle Pass, which is so deep-	9.30	370	
2544	17.54	Griffin Lake —Alt. 1,900 ft.		9.11	302	
2555	18.25	Craigellachie —Alt. 1,450 ft.		8.40	351	
	In the Eagle Pass	cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Railway, on the 7th November, 1885—the rails from the east and the west meeting here.		The ascent of the Eagle Pass		
	The last spike			Base of the gold range		2607
2571	19.00	Sicamous —Alt. 3,300 ft.	On the great Shuswap lakes, the centre of one of the best sporting regions on the line. North-	7.57	335	2022
2590	19.48	Salmon Arm		7.07	316	2638
2597	20.05	Tappen Siding		6.50	309	
	Game and fish	ward within a day caribou are abundant: the deer shooting southward within 30 miles is probably unequalled on this continent, and on the lakes there is famous sport in deep trolling for trout. The <i>London Times</i> has well described this part of the line:—"The Eagle River leads us down to 'the Great Shuswap Lake, so named 'from the Indian tribe that lived on 'its banks and who still have a 'reserve' there. This is a most remarkable body of water. It lies among		Great Shuswap Lake and its sports		
		‡ Flag Station.				

		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE			ARRIVE
36	370		Sicamous and O'Kanagan	"the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at Sicamous Narrows, and then goes for a long distance along the southern shores of the lake, running entirely around the end of the "Salmon arm." <i>Sicamous</i> is the station for the Spallumsheen mining district and other regions up the river around O'Kanagan Lake, where there is a large settlement; steamers ascend the river thirty miles, and a railway is proposed. "For fifty miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake with its bordering slopes, gives a fine reminder of Scottish scenery. "The railway in getting around it, leads at different, and many, times towards every one of the thirty-two points of the compass. Leaving the "Salmon arm of the lake rather than go a circuitous course around the mountains to reach the South-western arm, the line strikes through the forest over the top of "the intervening ridge [<i>Notch Hill</i>]. "We come out at some 600 feet elevation above this 'arm,' and get	View from Notch Hill	
			The Shuswap lakes		Little Shuswap Lake	
		2607	20.42	Notch Hill —Alt. 1,708 ft.	6.26	209
		2622	21.32	Shuswap	5.36	284
57	335	2638	22.10	Ducks	4.58	268
07	316			"a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. "The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson River. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, hay stacks, and good farm houses on the level surface, while		
50	300		Ranches of the Thompson Valley		Farms and cattle herds	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
	Old-time settlements	<p>"herds of cattle, sheep and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold Range on both sides of the railway, and is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific Coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages with the evidences of thrift that are all around."</p>	Old-time settlements		270 271
2655	23.00	<p>Kamloops—Alt. 1,500 feet. Pop. 2,000. Divisional point and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river, whence the name of the place, which is an Indian word meaning river confluence. It is a beautiful spot. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourishes wherever irrigation is practicable. This is the supply point for a large ranching and mineral region southward, especially in the O'Kanagan and Nicola valleys, reached by stage lines.</p>	4.08	251	
	The North Thompson		Forks of the Thompson		272 273
	Industries of the region		The "bunch grass" country		
2664	23.25	Tranquille	\$3.43	242	
2670	23.43	Cherry Creek	\$3.25	236	
	Kamloops Lake	<p>Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's Ferry</i>, the lake ends, the mountains draw near, and the series of Thompson river canyons is entered,</p>			
	MIDN'T				
2680	24.15	Savona's Ferry	2.52	226	
2687	24.37	Penny's	2.28	219	
		leading westward to the Fraser			

† Flag Station.

		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
			LEAVE		through marvellous scenery. From here to Port Moody, the nearest point on Pacific tidewater, the railway was built by the Dominion Government and transferred to the Company in 1886. <i>Penny's</i> is an old-time ranching settlement. <i>Ashcroft</i> has developed into a busy town, being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight waggons drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond <i>Ashcroft</i> the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the doubly brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there goes the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by	ARRIVE	
		2702	1.34	Ashcroft —Alt. 1,075 ft.		1.34	204
		2716	2.47	Spatsum		2.47	190
				Cariboo district			
				The Black Canyon			
		2728	3.43	Spence's Bridge		23.26	178
		2734	4.13	Drynock —Alt. 700 ft.		22.56	172
				The Nicola River			
				Grotesque forms of rocks			

† Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
	Thompson canyon	<p>water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynock</i>, Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds.</p>		Ascending the Thompson River	
2750	5.34	Lytton —Alt. 375 ft.	At <i>Lytton</i> , a	21.30	156
2757	6.04	Cisco	small trading town where	21.07	140
2706	6.54	Keefer's	ranchmen and	20.17	140
	The cantilever bridge	<p>Indians appear in numbers, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i>. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below <i>Cisco</i>, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dipnets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel</p>		Upper valley and crossing of the Fraser	
	The Cariboo road				
	Indians and Chinamen				

‡ Flag Station.

Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
		LEAVE			ARRIVE	
			bars, washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese.		Salm'n and gold dust SUPPER	
		BREAK-FAST				
	2777	8.10	North Bend —Alt. 425 ft.	A charming little hotel makes	18.52	129
	2792	8.10	Spuzzum	<i>North Bend</i> (a divisional point)	17.52	114
		SIXTH DAY	a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. At <i>Spuzzum</i> the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below <i>Spuzzum</i> the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.		Entrance to the Fraser canyon	
		The great canyon			Cariboo wagon road	
	2803	10.07	Yale —Alt. 200 ft.	<i>Yale</i> (pop. 1,200)	17.04	103
	2817	10.47	Hope —Alt. 200 ft.	is the head of navigation and	16.26	89
		Hope Peak	an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountain in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked		Hope and Yale	
		End of the canyons			Approaching the Cascade Mountains	

§ Refreshment Station.

‡ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE			ARRIVE		
		profitably. Below Hope the canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.				2803 2902
2824	11.08	Ruby Creek	<i>Ruby Creek</i> is named from the	16.06	82	
2835	11.28	Agassiz	garnets found in the vicinity. <i>Agassiz</i> , overlooked by Mt. Cheam, is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. A good hotel affords accommodations, and the country about is most interesting. Near <i>Harrison Station</i> the Harrison River is crossed just	15.46	71	
		Harrison Springs		Harrison Springs		
2844	11.48	Harrison		15.28	62	
2853	12.11	Nicomén		15.06	53	
	NOON		above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond <i>Nicomén</i> , Mount Baker comes into view on the left, and miles away—a beautiful isolated cone, rising 13,000 feet above the railway level.			2900
		Mount Baker		R. C. Mission		
2863	12.31	Mission	At <i>Mission</i> is an important Roman Catholic Indian school. Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. On approaching <i>Hammond</i> , extensive brick-yards are seen, whence the city of Vancouver is largely supplied.	14.46	43	
2873	12.52	Wharlock		14.25	33	
2882	13.13	Hammond		14.02	24	
		Big trees		Mount Baker		
2888	13.42	New Westminster Junc.	Divergence of branch line to the important town of NEW WESTMINSTER (pop. 5,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon can-	13.42	18	
(2897)	(14.22)	(New Westminster)		(13.10)	(0)	
		New Westminster		Fraser River		

! Flag Station.

		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
ARRIVE			LEAVE			ARRIVE	
		2803	13.52	Port Moody Hastings	<i>Port Moody</i> , at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , the new city of Vancouver soon appears.	13.32	13
6.06	82	2902	14.13			13.12	4
5.46	71						
Arrison brings			Along Burrard Inlet			FIRST DAY	
5.28	62					1.00	
5.06	53					P. M. 13.00	0
		2903	14.25	Vancouver —Pop. 15,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, one of them a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of well-made streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to China and Japan, to Victoria, San Francisco, Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the			
R. C. issin			2.25 P. M.				LEAVE
4.46	43						
4.25	33						
4.02	24						
Mount Baker			Five days and 18 hours from Montreal			Vancouver; its site and commercial advantages	
3.42	18						
3.10)	(0)						
Fraser River						Commercial advantages	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
From Vancouver to Yokohama, 4,254; to Hong Kong 5,836; to San Francisco, 830.	Commercial advantages	Straits of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Opportunities for sport are unlimited—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety. A stay of a week here will be well-rewarded. A new Clyde built steamer connects with Victoria, daily, except Mondays, when connection is made via New Westminster—a ferriage of seven hours through a beautiful archipelago. On Mondays and Thursdays a fine new steamship departs for Seattle, Tacoma and Puget Sound ports—a trip of a day, in smooth water, with delightful scenery. Steamships for Yokohama and Hong Kong depart about every fifteen days.	Crossing the Gulf of Georgia	
2000	ARRIVE 19.30 7.30 P. M.	Victoria —Pop. 15,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island. It looks out westward through the Straits of Fuca to the Pacific, southward into Puget Sound, and eastward, beyond the Gulf of Georgia, to the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the Government offices, the city has many fine public and private buildings, among them a large and well appointed opera house. The chief hotel has a world-wide reputation. Well-made roads afford delightful drives in all directions. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily except Mondays, when connection is made via New Westminster, and with Puget Sound ports, daily except Sundays; and steamships depart about every five days for San Francisco, where connections are made for the Sandwich Islands, Australia, southern California, Mexico and South American west-coast ports.	A. M. 3.00 LEAVE	84
	Scenery and sport			
Victoria is 3,250 miles, via C. P. R., from New York or Boston, and 5,700 from Liverpool via Montreal	SIXTH DAY		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 3 a. m. Passengers may occupy their state-rooms as early as they please	
	Beautiful surroundings			

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East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE Steamship connections	A steamer departs about every ten days in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and <i>rendezvous</i> on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times.	ARRIVE	

Crossing the Gulf of Georgia

Steamships on the Pacific Ocean

Steamships of the Canadian Pacific line sail about every fifteen days from Vancouver for Japan and China. These are fast steamers heretofore in the service of the Cunard line. Their route is shorter by 800 miles than the steamers from San Francisco. The trip will require only 12 to 15 days to Yokohama, and 17 to 20 days to Hong Kong. At Yokohama, connection is made for all other ports in Japan, eastern China and Corea; and at Hong Kong for Sydney, Melbourne, Auckland, Levuka, Batavia, Calcutta and the East Indies, and Australasia generally. Full particulars as to sailing dates, rates of fare, etc., will be supplied on application to any of the Company's agents mentioned in list in this book.

A. M.
3.00
LEAVE

81

ONTARIO ROUTE

Toronto and North Bay, via Northern and Northwestern Division of the Grand Trunk Ry.—228 Miles

Miles from Toronto	Express Northward	STATIONS—DESCRIPTIVE NOTES	Express Southward	Miles from North Bay
	LEAVE		ARRIVE	
0	11.00 p.m.	Toronto —Union Station. See page 57.	4.30	228
30	12.20	Aurora	A.M. 3.15	198
35	12.31	Newmarket		193
38		Holland Landing		190
63	1.50 A.M.	Allandale	1.50	165
		<i>Aurora and Newmarket are farming centres of much importance. Holland Landing, on Lake Simcoe, was where, in old days, the navigation of the lake began. At Allandale the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.30 a.m. and 4.20 p.m. The western shore of Lake Simcoe is skirted as far as</i>		
87	2.38	Orillia	1.00	142
112	4.00	Gravenhurst	11.35 MIDN'T	116
		<i>Orillia. Between Orillia and Gravenhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Brucebridge and Huntsville</i>		
		* Refreshment Station.		

A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 3 a.m. Passengers may occupy their state-rooms as early as they please

Miles from Toronto	Express Northward	STATIONS—DESCRIPTIVE NOTES		Express Southward	Miles from North Bay	Miles from Montreal
	LEAVE			ARRIVE		
122	4.23	Bracebridge	are summer resorts and manu-	11.12	106	
146	5.18	Huntsville	facturing towns.	10.15	82	
	Hotels and summer sport	This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from		Among the Muskoka lakes		7
171		Burk's Falls	the railway.		57	10
183		Sundridge	Beyond Lake		45	13
189		South River	Rosseau, the		39	15
220		Callandar	great forests, always diversified by lakes in		8	20
		picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined just beyond <i>Callandar</i> , and its tracks are followed into North Bay.				21
	ARRIVE			P. M.		
228	8.35	North Bay	See p. 17. This train from Toronto makes close connection with the Canadian Pacific Transcontinental express for Winnipeg and Vancouver.	7.00		35
	A. M.			LEAVE		40

TORONTO LINE

Montreal and Toronto—344 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Toronto	Miles from Montreal
	LEAVE			ARRIVE		
0	*8.45pm	Montreal	From the Windsor Street Station the run is	*7.45am	344	11.4
5	8.57	Montreal Junction	made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junction is reached, where the line to Boston and New England points	7.35	339	12.0

* Additional trains leave Montreal for Toronto at 9.20 a.m., and Toronto for Montreal at 8.45 p.m.

§ Refreshment Station.

Express South- ward	Miles from North Bay	Miles from Montreal	West- bound Train	STATIONS—DESCRIPTIVE NOTES		East- bound Train	Miles from Toronto
ARRIVE			LEAVE			ARRIVE	
11.12	106			via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Lachine to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is			To Boston 336 miles
10.15	82					Ch'nge for Boston	
Among the Muskoka lakes		7	EASTERN STANDARD TIME	Lachine Bank	seen at the left ;		337
		10		Dorval	and above the trees, further to		334
		13		Valois	the left a good view is had of		331
		15		Beaconsfield	the great steel	The St. Lawrence bridge	329
			The St. Lawrence bridge	bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions ; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.			
9.20	57						
8.55	45						
8.40	39	20	9.21	Ste. Anne's	One of the five	7.10	324
7.25	8	21	9.27	Vaudreuil	mouths of the Ottawa River is	7.03	320
				crossed by a fine steel bridge at <i>Ste. Anne's</i> , at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>Ste. Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at <i>Vaudreuil</i> .			
P.M.							
7.00							
LEAVE		35	9.45	St. Clet	The St. Lawrence	6.45	300
		40		St. Polycarpe Junc	curves away to- wards the south,		304
		46		Dalhousie Mills	while the rail- way keeps on a		298
		51		Green Valley	direct course to- wards Toronto,		290
		63		Apple Hill	passing through a beautiful farm- ing country, with	Farms	281
		68		Monklands	many orchards, and with tracts		276
		73		Avonmore	of the original forest here and		271
		79		Finch	there. At <i>St. Polycarpe Junc-</i>		265
		87	11.11	Chesterville	tion the Canada	5.12	257
		93	11.22	Winchester	Atlantic Rail-	5.02	251
		101		Mountain			243
		108	11.47	Kemptville Junc.		4.37	236
ARRIVE		119	12.05	Merrickville		4.19	225
*7.45am	311						
7.35	333		MIDN'T				
				way is crossed, and at <i>Kemptville Junction</i> the St. Lawrence and Otta- wa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the			

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Toronto
	LEAVE		ARRIVE	
		R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.		
128	12.30	§ Smith's Falls —Pop. 2,400. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE , 13 miles northward, with the main line of the Canadian Pacific Railway. The town has a number of important manufacturing, for which, falls in the Rideau River afford ample water-power. Superior brick are made here and good building stone abounds. Excellent refreshment rooms at the station.	3.55 A.M.	216
140	A.M. 12.53	Perth —Pop. 4,000. A prosperous town with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	3.32	204
148		Bathurst		106
155		Maberly		180
166	1.45	Sharbot Lake Jc.	2.45	178
175		Mountain Grove		169
180	2.14	Arden	2.14	161
191		Kaladar		153
199		Sheffield		145
207	3.03	Tweed	1.28	137
216		Ivanhoe		128
225	3.35	Central Ont. Jc.	12.55	119
234		Blairton		110
		Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Lake Ontario, northward to a number of large and extensively		
238	4.05	Havelock	MIDN'T 12.30	103
244	4.15	Norwood	12.14	100
252		Indian River		92
		worked iron mines. <i>Havelock</i> is a railway divisional point, with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.		
262	4.51	Peterboro' —Pop. 9,000. On the Otonabee River, which here falls 150 feet	11.40	82

§ Refreshment Station.

‡ Flag Station.

§ I

East-bound Train	Miles from Toronto	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Toronto
ARRIVE			LEAVE			ARRIVE	
3.55 A.M.	216		Rice Lake canoes and sport	within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions.		Fishi'g resorts	
		271		Cavanville	Market stations		73
		280		Manvers	for a fine agricultural country.		64
3.32	204	283		Pontypool	Wheat, rye, oats,		61
		202		Burketon	barley, butter,		52
		301	6.08	Myrtle	cheese and fruit	10.27	43
		310		Claremont	are largely produced and much		34
		318		Locust Hill	attention is given to cattle		26
	196	326		Agincourt	breeding. Beyond <i>Locust Hill</i> , Lake Ontario may be seen occasionally.		18
2.45	180						
	178						
	169						
2.14	164	335	7.05	North Toronto	—Station for the northern part of Toronto. Street cars connect with all parts of the city and cabs may be had at the station.	9.22	9
	153						
	145						
1.28	137	330	7.20	Toronto Junction	—Divergence of Credit Valley and Toronto, Grey & Bruce sections of the Canadian Pacific Railway, the former extending to London and Detroit, connecting at the latter point with the Wabash Railroad for St. Louis, Chicago and other western points; the other connecting at Owen Sound with the C. P. Ry. Co.'s steamships for Sault Ste. Marie, Port Arthur and Fort William.	9.10 P.M.	5
12.55	128						
	119						
	110						
		342	7.28	Parkdale	—Formerly a suburb of Toronto. The company's workshops for its Ontario lines are located here.	P.M. 8.55	2
			ARRIVE				
		344	7.40 A.M.	Toronto	—Pop. 175,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario, which affords water communication with the other great lakes westward and with the St. Lawrence river eastward. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country.	8.45	0
MIDN'T 12.30	106						
12.14	100						
	92						
			Commercial importance			EASTERN TIME	
11.40	82						

Flag Station.

§ Refreshment Station.

! Flag Station.

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Toronto	Miles from Montreal
	LEAVE	<p>Its educational institutions are widely known. The city has an unusual number of imposing public and private buildings. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the Northern & North-western Division of the G. T. Ry. (see p. 53) extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway.</p>	ARRIVE		430
					437
					442
					446
					450
					453
	Rail-way outlets				458
			LEAVE		463

GREAT LAKES ROUTE

Toronto, Owen Sound and Port Arthur

TWICE A WEEK, DURING SEASON OF NAVIGATION ONLY. (From about 1st May to 15th November).

Miles from Montreal	Steamship Express West'd	STATIONS—DESCRIPTIVE NOTES	Steamship Express East'd	Miles from Vancouver	Miles from Montreal
	LEAVE	<p>Toronto—Trains depart from Union Station, passing through Parkdale (11.15 a.m.) and Toronto Junction (11.25 a.m.), and thence by way of Weston, Woodbridge, Bolton and Cardwell to Melville Junction, the first point at which the Steamship express stops after leaving Toronto Junction. Additional trains leave Toronto for Owen Sound at 7.35 a.m. and 4.45 p.m., and Owen Sound for Toronto at 5.45 a.m. and 3.55 p.m. These trains run daily except Sundays and stop at all stations.</p>	ARRIVE ABOUT NOON	2535	275 miles to Port Arthur, 525.
344	11.05 A.M.				
	Wednesday and Saturday only.				
	P.M.				
390	12.35			2480	
393	12.40 3/4			2486	
	12.55 DINNER	<p>Melville Junction.</p> <p>Orangeville—Pop. 4,000. A farming centre, as shown by the elevators at the station.</p> <p>Orangeville Junction—Branch line to TEESWATER.</p> <p>Laurel | A well cultivated plateau, furnishing lime and building stone.</p> <p>Crombies | The lakes of this region especially at Horning's</p> <p>Shelburne | Mills, four miles from <i>Shelburne</i>, are noted for extraordinary trout.</p> <p>Melancthon</p> <p>Corbetton</p> <p>Dundalk—The road is here 1,300 feet above Lake Ontario.</p>			
397				2482	
400				2479	
404				2375	
409				2470	
412				2467	
416				2463	
			Monday and Thursday.		
420				2450	983

§ Refreshment Station.

Miles from Toronto		STATIONS—DESCRIPTIVE NOTES		Miles from Vancouver	
Miles from Montreal		Steamship Express		Steamship Express	
430		Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.		2449	
437		Markdale		2442	
442		Berkeley		2437	
446		Holland Centre		2433	
450		Arnett		2429	
453		Chatsworth		2426	
458		Rockford		2421	
		people predominate. Limestone abounds, and lime is made.			
463	P. M. Ar 3.00 Lv 3.00	Owen Sound —Pop. 6,000. The port on Georgian Bay for Canadian Pacific lake steamships. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the <i>Sydenham River</i> at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for <i>Port Arthur</i> (see below), steamers depart regularly for <i>Manitoulin Island</i> and all ports on <i>Georgian Bay</i> .		2413	
Owen Sound to Sault Ste. Marie 27½ miles; to Port Arthur, 32½.		Port of embarkation for the Upper Lakes		As the time of starting from Owen Sound varies with the arrival of the steamships exact hours cannot be given; it is usually 8 a.m.	
743	A. M. Ar 11.00 Lv 11.30	Sault Ste. Marie —Thursday and Sunday going West, and Sunday and Wednesday going East. Passengers can go ashore for a few minutes while the vessel is passing through the lock. Connection is here made with the <i>Minneapolis, St. Paul & Sault Ste. Marie Ry.</i> for <i>St. Paul</i> and <i>Minneapolis</i> , the <i>Duluth, South Shore & Atlantic Ry.</i> for <i>Duluth</i> and points on the <i>South Shore of Lake Superior</i> , and steamers for <i>Lake Superior (South Shore)</i> , <i>Michigan</i> , <i>Huron</i> and <i>Erie</i> . The <i>Canadian Pacific "Soo Line,"</i> which leaves the <i>Transcontinental Line</i> at <i>Sudbury</i> , here crosses the <i>Rapids</i> on a magnificent iron bridge, and by rail to <i>Sault Ste. Marie</i> , thence <i>Lake Steamships</i> form a pleasant summer route.		2163	
2480				The C.P. steamer leaves Port Arthur each Tuesday and Saturday, and the connecting trains for Toronto and Owen Sound following Thursday and Monday.	
2486				NOON	
2482				P. M.	
2479				3.00	
2375				1913	
2470				LEAVE	
2467					
2463					
2450	ARRIVE 8.30 A. M.	Port Arthur —(See p. 20.) Arrive, Friday and Monday, going West. Leave, Tuesday and Saturday, going East.			

As the time of starting from *Owen Sound* varies with the arrival of the steamship, exact hours cannot be given; it is usually 8 a.m.

The C.P. steamer leaves *Port Arthur* each Tuesday and Saturday, and the connecting trains for *Toronto* and *Owen Sound* following Thursday and Monday.

NOON
P. M.
3.00
LEAVE
1913

CHICAGO LINE

Toronto and Chicago—524 Miles

Miles
from
Toronto

118
122
125
130
136
139
145

179

185
194
200
200
215
227

Miles from Toronto	West- bound Train	STATIONS—DESCRIPTIVE NOTES		East- bound Train	Miles from Chicago
	LEAVE			ARRIVE	
	A. M.			A. M.	
0	+ 8.00	Toronto	From Toronto to	8.15	524
5	8.25	Toronto Jc.	London, one of	7.55	519
9		Islington	the most beau-	7.40	515
15		Cooksville	tiful and thor-	7.28	509
21		Streetsville	oughly culti-	7.16	503
22		Streetsville Jc.	vated districts in Canada is traversed, and many famous stock and dairy farms occur. Evi- dences of wealth and prosperity are everywhere visible.	+ 7.13	502
33		Milton	<i>Milton</i> (pop.	6.52	491
40		Guelph Jc.	1,200), at <i>Guelph</i>		484
46		Schaw	<i>Junction</i> di-		478
57	9.50	Galt	verges a new	6.00	467
68	+10.09	Ayr	branch line for	+ 5.37	456
75		Drumbo	the Royal City		449
88	10.42	Woodstock	of <i>Guelph</i> (pop. 10,500) 15 miles distant, <i>Galt</i> (pop. 7,500), <i>Ayr</i> (pop. 5,000), and <i>Woodstock</i> (pop. 5,000) are all important manufacturing places, as well as market towns for the rich districts surrounding them. At <i>Woodstock</i> , a branch line of the C.P.R. diverges for <i>Ingersoll</i> (pop. 4,000) and <i>St. Thomas</i> (pop. 10,000), distant respectively 16 and 34 miles.	4.53	436
94	Does	Embro	Pop. 800. A dis-	Does	430
101	not	Thamesford	tributing point	not	423
109		Crumlin	for a fertile farm-		415
112	stop	Asylum	ing district, also has somewhat extensive manu- factories. <i>Thamesford</i> , <i>Crumlin</i> and <i>Asylum</i> are stations of minor impor- tance.	stop	412
114	A. M. 11.35	London —Pop. 50,000. A live, thriving and pretty city, the county seat of Middlesex Co., situated upon the Thames river, in the centre of a large and valuable farming district. The city contains many substantial and handsome public and private build- ings, among which are the cathedral, the asylum, colleges, military school, Masonic buildings, etc., etc. Many important wholesale and retail estab- lishments do a profitable business. Oil refining and the manufacture of agricultural implements, etc., are leading industries. From the number and beauty of her shade trees <i>London</i> is frequently styled "The Forest City."	A. M. 3.45	410	

† Runs daily, Sundays included.

† Flag Stations.

Miles from Toronto	Miles from Chicago	Miles from Toronto	Miles from Chicago	STATIONS—DESCRIPTIVE NOTES		Miles from Chicago
				West-bound Train	East-bound Train	
		LEAVE			ARRIVE	
		A. M.			A. M.	
		118		Hyde Park		406
		122		Melrose		402
		125	Does	Komoka		399
		130	not	Caradoc		394
		136	stop	Longwood		388
		139		Appin Jc.		385
		145		North Glencoe	2.30 A.M.	379
				<p>and fruit growing and dairying. <i>Glencoe</i> (pop. 2,000) has mills and an agricultural implement factory, and is an important purchasing and shipping point for grain and cattle. Excellent sport with the gun may be obtained in the vicinity of these stations and near all others as far as the Detroit river, the game consisting of wild turkeys, grouse, quail and waterfowl, etc.</p>		
				North Newbury	<i>Bothwell</i> (pop. 1,500), on the	
				North Bothwell	Thames river, surrounded by	
				N'th Thamesville	an agricultural, grazing and forest region, which	
				Kent Bridge	has also yielded	
				Arkwood		
		179	P.M. 1.07	Chatham	2.10	345
				<p>considerable quantities of oil. <i>Thamesville</i> (pop. 1,000) has the same resources. <i>Chatham</i> (pop. 10,000), county seat of Kent Co., and the most important town in Ontario west of London. A very large grain, stock and produce market is located here. Leading industries are the manufacture of woollen goods, agricultural implements, carriages, etc., and there are also large flouring and saw mills. The court house and jail, the collegiate institute, post office and cathedral are all handsome buildings. Situated at the head of navigation on the Thames river, the town has shipping interests of considerable importance. From here steamers make regular trips to Detroit, by way of the Thames and Lake St. Clair.</p>		
		185	Does	Ringold	<i>Windsor</i> (pop. 10,000), situated	339
		194	not	Tilbury	on the Detroit river, opposite	330
		200	stop	Haycroft	the city of Detroit, a shipping	324
		206		Belle River	point for large	315
		215		Elmstead	quantities of agricultural products, etc. One of the	309
		227	2.15	Windsor	largest distilling businesses in Canada is carried on at Walkerville, close by. From the beauty of its situation, Windsor is very popular as a place for summer residence.	297

† Runs daily, Sundays included.

‡ Flag Stations.

Miles from Toronto	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Chicago
	ARRIVE			LEAVE	
228	P. M. 2.55	Detroit	Pop. 210,000.	A. M. 12.20	206
287	3.30	Adrian	Chief city of the State of Michigan, and one of the most beautiful and most	9.40	237
343	4.53	Butler		8.22	181
354	5.12	Auburn		8.02 P. M.	70
		enterprising of the cities of the United States. Has a fine harbor, and plays a conspicuous part in the distribution of produce and in lake commerce. The manufactures are extensive, and many stately buildings and handsome streets afford ample evidence of modern push and energy. <i>Adrian</i> (pop. 10,500) has several flourishing manufactures, and is supported by an agricultural district. <i>Butler</i> (pop. 3,000) has large flouring mills, carriage and chair factories, etc. <i>Auburn</i> (pop. 2,500) is also a manufacturing town.			
524	10.15 P. M.	Chicago	Pop. 1,000,000. The metropolis of the North-Western States, and the largest grain, provision, live stock and lumber market in the world. Situated upon the western shore of Lake Michigan, Chicago is of colossal importance, both as a shipping point for lake traffic and as a railroad centre. So advantageous is the situation that Chicago was selected as the site for the great World's Fair to be held in 1892.	†3.00 P. M.	0
	ARRIVE			LEAVE	

Eastbound Express runs daily, Sundays included, Chicago to Toronto, and week days only Toronto to Montreal. Eastbound passengers arriving Toronto Sunday morning, will take Montreal Express from there, leaving at 8.45 p.m.

Another Eastbound Express leaves Chicago 9.05 p.m., Detroit 12.45 p.m., Toronto 9.25 p.m., arriving Montreal 7.45 a.m.

† Runs daily, Sundays included.

† Flag Stations.

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Canadian Pacific Ry. Telegraphs



The telegraph system of the C. P. R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of railway in the Dominion of Canada.

The **Commercial Cable Co.** (Mackay-Bennett system) gives the C.P.R. the most direct connection with Europe.

The Postal Telegraph Co. of New York and San Francisco enables the **C. P. R.** to reach all important points in the United States.

To ensure quick despatch to all points, see that your telegrams are written on C.P.R. Telegraph Blanks, and are handed in at C.P.R. offices.

HEAD OFFICE, MONTREAL.

CHAS. R. HOSMER,
MANAGER TELEGRAPHS.

DOMINION EXPRESS COMPANY

Operating on all lines of the CANADIAN PACIFIC RAILWAY, also on the lines of the

NEW BRUNSWICK RAILWAY

INTERCOLONIAL RAILWAY

MANITOBA & NORTHWESTERN RAILWAY

KINGSTON & PEMBROKE RAILWAY

ERIE & HURON RAILWAY

KINGSTON, NAPANEE & WESTERN RAILWAY

BROCKVILLE, WESTPORT & SAULT STE. MARIE RAILWAY

JOGGINS RAILWAY

THE ALLAN LINE ROYAL MAIL STEAMERS AND THE

DOMINION LINE MAIL STEAMERS

Weekly to and from Europe.

CANADIAN PACIFIC STEAMSHIP LINE

To and from all Treaty Ports in China and Japan.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C.O.D.), notes, coupons, and other paper. Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly** and at **reasonable rates**.

Have fire and burglar proof safes in cars for the safe carriage of money, bonds and valuables.

Have a system of Through Trunks for small parcels, reducing the risk of loss, damage or delay.

Grant Special Rates on produce, and on large consignments of merchandise, and as low rates between all points on every description of goods as any other Express Company.

Promptly adjust all claims for loss or damage.

Have branch offices conveniently situated and make the most liberal free delivery in all cities.

Require all employees to be **civil** and **accommodating** and will consider it a kindness if patrons will report any violation of this rule to Local Agents, Division Superintendents or the General Manager.

W. S. STOUT, General Manager, Toronto.

S. T. STEWART, Superintendent, Montreal.

J. A. BOSWELL, " Toronto.

G. FORD, " Winnipeg.

TRANSCONTINENTAL ROUTE

WESTBOUND

CONDENSED TIME TABLE

STATIONS	Pac. Ex.	DAYS OF WEEK						
NEW YORK, via Montreal.....Lv	7.30 pm	Sun	Mo	Tu	We	Th	Fri	.....
N. Y. C. & H. R. Rd.....	5.00 pm	Sun	Mo	Tu	We	Th	Fri	.....
NEW YORK, via Toronto.....Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	.....
N. Y. C. & H. R. Rd.....	8.00 pm	Sun	Mo	Tu	We	Th	Fri	.....
West Shore Rd.....	8.25 pm	Sun	Mo	Tu	We	Th	Fri	.....
N. Y., L. E. & W. Rd.....	7.00 pm	Sun	Mo	Tu	We	Th	Fri	.....
Lehigh Valley Rd.....Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	.....
NEW YORK, via Brockville.....Lv	9.00 pm	Sun	Mo	Tu	We	Th	Fri	.....
N. Y., Ont. & W. Rd.....	10.00 pm	Sun	Mo	Tu	We	Th	Fri	.....
D. L. & W. Rd.....	8.00 pm	Sun	Mo	Tu	We	Th	Fri	.....
N. Y. C. & H. R. Rd.....	9.00 am	Mo	Tu	We	Th	Fri	Sat	.....
West Shore Rd.....	8.45 am	Mo	Tu	We	Th	Fri	Sat	.....
Boston, via Montreal.....Lv	1.30 pm	Fri	Sat	Mo	Tu	We	Th	.....
Portland, Me., via Montreal.....Lv	10.45 pm	Fri	Sat	Mo	Tu	We	Th	.....
HALIFAX, N.S.....Lv	1.30 pm	Mo	Tu	We	Th	Fri	Sat	.....
St. John, N.B.....Lv	8.40 pm	Mo	Tu	We	Th	Fri	Sat	.....
Quebec.....Lv	12.30 am	Tu	We	Th	Fri	Sat	Sun	.....
MONTREAL, Dalhousie Square.....	1.20 am	Tu	We	Th	Fri	Sat	Sun	.....
Ottawa.....Lv	8.05 pm	Mo	Tu	We	Th	Fri	Sat	.....
Carleton Junction.....Lv	11.00 pm	Mo	Tu	We	Th	Fri	Sat	.....
Niagara Falls.....Lv	9.55 am	Tu	We	Th	Fri	Sat	Sun	.....
Toronto.....Lv	1.12 pm	Tu	We	Th	Fri	Sat	Sun	.....
North Bay.....Lv	3.15 pm	We	Th	Fri	Sat	Sun	Mo	.....
Sudbury.....(Ar)	14.30	We	Th	Fri	Sat	Sun	Mo	.....
Port Arthur.....(Ar)	10.25	Th	Fri	Sat	Sun	Mo	Tu	.....
WINNIPEG.....(Ar)	14.20	Th	Fri	Sat	Sun	Mo	Tu	.....
Portage la Prairie.....	16.55	Th	Fri	Sat	Sun	Mo	Tu	.....
Brandon.....	19.15	Th	Fri	Sat	Sun	Mo	Tu	.....
Qu'Appelle.....	3.45	Fri	Sat	Sun	Mo	Tu	We	.....
Regina.....	5.10	Fri	Sat	Sun	Mo	Tu	We	.....
Medicine Hat.....	18.45	Fri	Sat	Sun	Mo	Tu	We	.....
Calgary.....	2.30	Sat	Sun	Mo	Tu	We	Th	.....
Banff Hot Springs.....	6.45	Sat	Sun	Mo	Tu	We	Th	.....
Field.....	10.00	Sat	Sun	Mo	Tu	We	Th	.....
Glacier.....	14.25	Sat	Sun	Mo	Tu	We	Th	.....
North Bend.....Lv	6.19	Sun	Mo	Tu	We	Th	Fri	.....
New Westminster.....Ar	14.22	Sun	Mo	Tu	We	Th	Fri	.....
VANCOUVER **.....Ar	14.25	Sun	Mo	Tu	We	Th	Fri	.....
Victoria, via Can. Pac. Nav. Co.....Ar	7.30 pm	Sun	Mo	Tu	We	Th	Fri	.....
Vancouver, B.C., Str. Premier.....Lv	2.15 pm	.....	Mo	.....	.....	Th	.....	.....
Seattle, Wash., Str. Premier.....Ar	2.00 am	.....	Tu	.....	.....	Fri	.....	.....
Tacoma, Wash., Str. Premier.....Ar	10.00 am	.....	Tu	.....	.....	Fri	.....	.....
Victoria, B.C., O. R. & N. Co.....Lv	6.00 am	Mo	Tu	We	Th	Fri	Sat	.....
Seattle, Wash., O. R. & N. Co.....Ar	1.30 pm	Mo	Tu	We	Th	Fri	Sat	.....
Tacoma, Wash., O. R. & N. Co.....Ar	4.15 pm	Mo	Tu	We	Th	Fri	Sat	.....
Tacoma, Wash., N. P. Rd.....Lv	10.00 pm	Mo	Tu	We	Th	Fri	Sat	.....
Portland, Ore., N. P. Rd.....Ar	7.30 am	Mo	Tu	We	Th	Fri	Sat	.....
Victoria for San Francisco via Pacific Coast S. S. Line.....Lv	11.00 am	July 3,	8, 13, 18,	23, 28,	Aug 2, 7,	12, 17, 22,	27, Sept 1,	6, 11.
San Francisco via Pacific Coast S. S. Line.....Ar	6.00 am	July 6,	11, 16, 21,	26, 31,	Aug 5, 10,	15, 20, 25,	30, Sept 4,	9, 14.
Tacoma, Wash., N. P. Rd.....Lv	7.30 am	Tu	We	Th	Fri	Sat	Sun	Mo
Portland, Ore., N. P. Rd.....Lv	3.15 pm	Tu	We	Th	Fri	Sat	Sun	Mo
Portland, Ore., So. Pac. Rd.....Ar	4.00 pm	Tu	We	Th	Fri	Sat	Sun	Mo
San Francisco, So. Pac. Rd.....	7.45 am	Th	Fri	Sat	Sat	Mo	Tu	We

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced. **On Mondays connection for Victoria is via New Westminster.

Canadian Pacific Line Transpacific Steamships

BETWEEN VANCOUVER AND CHINA AND JAPAN

INTENDED SAILINGS—WESTBOUND

NAME OF STEAMSHIP	Leave Vancouver	Arrive Yokohama	Arrive Hong Kong
	1890	1890	1890
BATAVIA.....	July 17	Aug. 2	Aug. 11
ABYSSINIA.....	Aug. 7	Aug. 23	Sept. 1
PARTHIA.....	Aug. 28	Sept. 13	Sept. 22
BATAVIA.....	Sept. 25	Oct. 11	Oct. 20

San Francisco
Portland, Ore.
Tacoma, Wash.
Portland, Ore.
Tacoma, Wash.
Seattle, Wash.
Victoria, B.C.
Portland, Ore.
Tacoma, Wash.
Tacoma, Wash.
Seattle, Wash.
Victoria, B.C.
San Francisco
Pacific
Victoria, B.C.
Line
Victoria, B.C.
VANCOUVER
New West
North Bay
Glacier
Field
Banff Hot
Calgary
Medicine Hat
Regina
Qu'Appelle
Brandon
Portage la
WINNIPEG
Port Arthur
Sudbury
North Bay
North Bay
Toronto
Sagam
Glacier
Tawa
MONTRE
Quebec
St. John
HALIFAX
Portland
Boston
NEW YORK
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H. R.
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TRANSCONTINENTAL ROUTE

EASTBOUND

CONDENSED TIME TABLE

STATIONS	Arr. Ex.	DAYS OF WEEK						
San Francisco, So. Pac. Rd.	Ly 7:00 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Portland, Ore., So. Pac. Rd.	Ar 10:45 am	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Ore., Nor. Pac. Rd.	Ly 11:45 am	Sun	Mo	Tu	We	Th	Fri	Sat
Tacoma, Wash., Nor. Pac. Rd.	Ar 7:30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Ore., Nor. Pac. Rd.	Ly 10:00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Tacoma, Ore., Nor. Pac. Rd.	Ar 6:00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Tacoma, Wash., O. R. & N. Co.	Ly 8:00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Seattle, Wash., O. R. & N. Co.	Ly 10:45 am	Mo	Tu	We	Th	Fri	Sat	Sun
Victoria, B.C., O. R. & N. Co.	Ar 6:30 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Portland, Ore., Nor. Pac. Rd.	Ly 10:00 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash., Nor. Pac. Rd.	Ar 6:00 am	Sun	Mo	Tu	We	Th	Fri	Sat
Tacoma, Wash., Str. Premier	Ly 5:00 pm			Tu	We	Th	Fri	Sat
Seattle, Wash., Str. Premier	Ly 12:00 m			Tu	We	Th	Fri	Sat
Victoria, B.C., Str. Premier	Ar 6:00 pm			We	Th	Fri	Sat	Sun
San Francisco for Victoria, via Pacific Coast S. S. Line	Ly 9:00 am	July 19, 14, 19, 24, 27, Aug 3, 8, 13, 18, 23, 28, Sept 2, 7, 12, 17,						
Victoria, via Pacific Coast S. S. Line	Ar 6:00 am	July 7, 12, 17, 22, 27, Aug 1, 6, 11, 16, 21, 26, 31, Sept 5, 10, 15, 20,						
Victoria, B.C., C.P. Nav. Co.	Ly 9:00 am	Tu	We	Th	Fri	Sat	Sun	Mo
VANCOUVER, B.C.	Ar 13:00	Tu	We	Th	Fri	Sat	Sun	Mo
New Westminster, B.C.	Ly 13:10	Tu	We	Th	Fri	Sat	Sun	Mo
North Bend	Ly 13:22	Tu	We	Th	Fri	Sat	Sun	Mo
Chiefer	Ly 13:45	We	Th	Fri	Sat	Sun	Mo	Tu
Field	Ly 13:54	We	Th	Fri	Sat	Sun	Mo	Tu
Point Hot Springs	Ly 22:25	We	Th	Fri	Sat	Sun	Mo	Tu
Calgary	Ly 2:20	Th	Fri	Sat	Sun	Mo	Tu	We
Medicine Hat	Ly 10:00	Th	Fri	Sat	Sun	Mo	Tu	We
Regina	Ly 23:35	Th	Fri	Sat	Sun	Mo	Tu	We
Qu'Appelle	Ly 1:15	Fri	Sat	Sun	Mo	Tu	We	Th
Brandon	Ly 11:15	Fri	Sat	Sun	Mo	Tu	We	Th
Portage la Prairie	Ly 14:10	Fri	Sat	Sun	Mo	Tu	We	Th
WINNIPEG	Ar 16:30	Fri	Sat	Sun	Mo	Tu	We	Th
Port Arthur	Ar 17:30	Fri	Sat	Sun	Mo	Tu	We	Th
Port Arthur	Ar 14:30	Sat	Sun	Mo	Tu	We	Th	Fri
Sudbury	Ar 3:30 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Sudbury	Ar 3:13 pm	Sun	Mo	Tu	We	Th	Fri	Sat
North Bay	Ly 6:30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
North Bay for Toronto	Ly 7:00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Toronto	Ar 4:30 am	Mo	Tu	We	Th	Fri	Sat	Sun
St. James Falls	Ar 11:00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Carleton Place	Ly 3:10 am	Mo	Tu	We	Th	Fri	Sat	Sun
Hamilton	Ly 4:30 am	Mo	Tu	We	Th	Fri	Sat	Sun
MONTREAL, Dalhousie Sq.	Ar 8:00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Quebec	Ar 2:30 pm	Mo	Tu	We	Th	Fri	Sat	Sun
St. John, N.B.	Ar 1:15 pm	Tu	We	Th	Fri	Sat	Mo	Tu
HALIFAX, N.S.	Ar 10:30 pm	Tu	We	Th	Fri	Sat	Mo	Tu
Portland, Me.	Ar 7:00 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Boston, Mass.	Ar 8:50 pm	Mo	Tu	We	Th	Fri	Sat	Sun
NEW YORK, via Brockville	Ar 9:40 am	We	Th	Fri	Sat	Sun	Tu	Wed
N. Y. O. & W. Rd.	Ly 5:30 pm	We	Th	Fri	Sat	Sun	Tu	Wed
D. L. & W. Rd.	Ly 6:45 am	We	Th	Fri	Sat	Sun	Tu	Wed
N. Y. C. & H. R. Rd.	Ly 7:40 am	We	Th	Fri	Sat	Sun	Tu	Wed
West Shore Rd.	Ar 7:40 am	We	Th	Fri	Sat	Sun	Tu	Wed
NEW YORK, via Toronto	Ar 7:30 am	Tu	We	Th	Fri	Sat	Sun	Mon
N. Y. C. & H. R. Rd.	Ly 7:40 am	Tu	We	Th	Fri	Sat	Sun	Mon
West Shore Rd.	Ly 7:40 am	Tu	We	Th	Fri	Sat	Sun	Mon
N. Y. L. E. & W. Rd.	Ly 7:30 am	Tu	We	Th	Fri	Sat	Sun	Mon
Lehigh Valley Rd.	Ly 7:50 am	Tu	We	Th	Fri	Sat	Sun	Mon
NEW YORK, via Montreal	Ar 7:00 am	Tu	We	Th	Fri	Sat	Sun	Mon
N. Y. C. & H. R. Rd.	Ly 7:40 am	Tu	We	Th	Fri	Sat	Sun	Mon
West Shore Rd.	Ly 7:40 am	Tu	We	Th	Fri	Sat	Sun	Mon

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced. * * On Mondays, connection for Vancouver is via New Westminster.

ships
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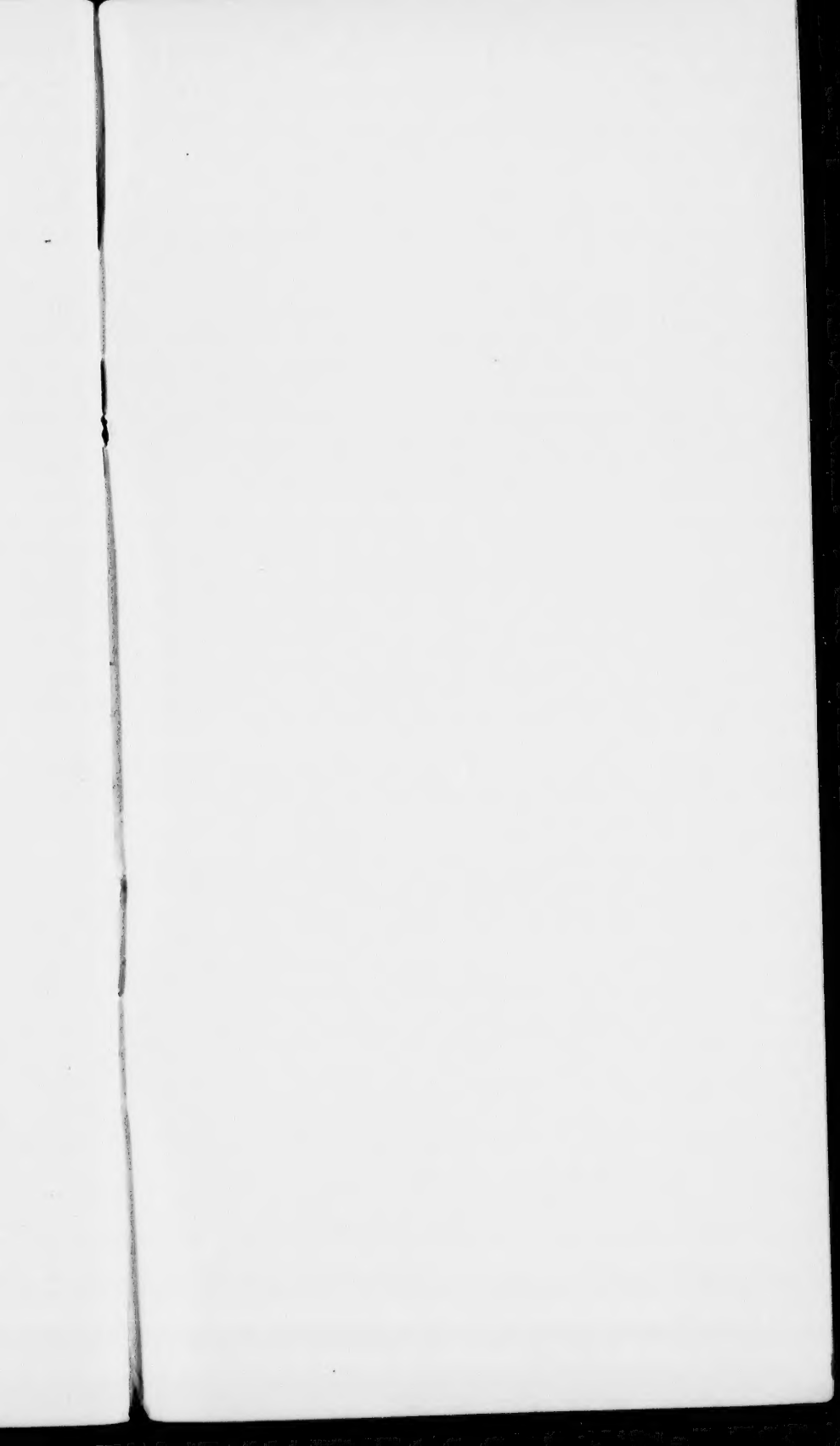
Canadian Pacific Line Transpacific Steamships

BETWEEN CHINA AND JAPAN AND VANCOUVER

INTENDED SAILINGS EASTBOUND

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NAME OF STEAMSHIP	Leave Hong Kong.	Leave Yokohama.	Arrive Vancouver.
ABYSSINIA	1900 July 13	1900 July 17	1900 July 31
PARITHIA	July 24	Aug. 7	Aug. 21
CATAVIA	Aug. 21	Sept. 4	Sept. 18
AVASSINIA	Sept. 11	Sept. 25	Oct. 9



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CANADIAN PACIFIC RAILWAY

RAILWAY & FREE GRANT LANDS

The Canadian Pacific Railway Company's land subsidy in the Canadian North-West consists of 25,000,000 acres, lying chiefly along the Main Line and Branches thereof. The lots included in same have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at prices ranging from \$2.50 per acre upwards, and purchaser may go into immediate possession on payment of one-tenth of the purchase money, and the balance in nine annual instalments.

All surveyed even numbered sections, excepting 8 and 26, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

The Railway traverses three of the most important provinces of the North-West, viz.: Manitoba, Assiniboia, and Alberta.

MANITOBA

Is already well settled, but homesteads can still be secured in this highly favored Province. The natural resources of the country are as great, probably greater, than those of any other part of the North American Continent. The soil is a rich black loam of great strength and depth, that of the Red River Valley being particularly well adapted for the growth of wheat. The Province is well supplied by nature with wood, hay and water. To all these advantages may be added the fact that the hardships of pioneering are scarcely felt. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans and people from every state in Europe. So that the intending settler, no matter what his nationality, can settle amongst his own countrymen.

ASSINIBOIA

The central Province of the North-West, contains the largest unbroken tract of wheat-growing land to be found on the American Continent, viz.: the rich plain lying south of the Qu'Appelle River, with Regina as its centre. A plough furrow could be run for 100 miles in a straight line, keeping in the same uniformly rich clay loam. The western part of the Province is particularly well adapted for Stock Raising, having a climate that permits of Cattle Grazing throughout the whole of the winter; natural shelter given by the Cypress Hills; the nutritious buffalo grasses of the plains, and watered by the South Saskatchewan, Red Deer, Swift Current, and the innumerable spring-fed streams flowing from the Cypress Hills.

ALBERTA

Is situated immediately east of the Rocky Mountains and north of the International Boundary, covering an area of 120,000 square miles. It is celebrated for its mild climate in winter and cool breezes in summer. Situated as it is, it has the benefit in winter of the "Chinook Winds" which follow a north-easterly direction from the current in the Southern Pacific Ocean, whence they receive their warmth. The snow in winter rarely lays longer than four or five days when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the Province **an abundance of water for grazing and all other purposes.**

The wild grasses of the Province are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches all in first-class condition for the market, and it is a fact, that even in the spring, cattle which have not received any feed except what they get by grazing are brought in from the ranches **as fat as stall fed cattle in the Eastern Provinces.**

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for **Cheese and Butter Making**, and before long it will be as noted for such industries as for its ranches.

Land Explorers are offered reduced return rates, 1st Class, to Winnipeg from points in Canada east of Sudbury, and can, on presentation of the return half of same to the undersigned, purchase return tickets from Winnipeg to points west in the Province of Manitoba, Assiniboia or Alberta, the value of which will be refunded original holder should he purchase within thirty days one quarter section (160 acres) of Canadian Pacific Railway farm lands. A similar rebate will be made to actual settlers on Canadian Government lands west of Winnipeg and east of Calgary, on production of proof of purchase or entry of same within the thirty days.

Westbound trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Offices of the Company, where maps and pamphlets, descriptive of the Free Grant and Railway Lands through which the Railway passes can be obtained. **Stop-over** privileges between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to

L. A. HAMILTON,
C. P. R. Land Commissioner, WINNIPEG, MAN.

CALENDAR

1890

JANUARY	FEBRUARY	MARCH	APRIL
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4	1	1	1 2 3 4 5
5 6 7 8 9 10 11	2 3 4 5 6 7 8	2 3 4 5 6 7 8	6 7 8 9 10 11 12
12 13 14 15 16 17 18	9 10 11 12 13 14 15	9 10 11 12 13 14 15	13 14 15 16 17 18 19
19 20 21 22 23 24 25	16 17 18 19 20 21 22	16 17 18 19 20 21 22	20 21 22 23 24 25 26
26 27 28 29 30 31	23 24 25 26 27 28	23 24 25 26 27 28 29 30 31	27 28 29 30
MAY	JUNE	JULY	AUGUST
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3	1 2 3 4 5 6 7	1 2 3 4 5	1 2
4 5 6 7 8 9 10	8 9 10 11 12 13 14	6 7 8 9 10 11 12	3 4 5 6 7 8 9
11 12 13 14 15 16 17	15 16 17 18 19 20 21	13 14 15 16 17 18 19	10 11 12 13 14 15 16
18 19 20 21 22 23 24	22 23 24 25 26 27 28	20 21 22 23 24 25 26	17 18 19 20 21 22 23
25 26 27 28 29 30 31	29 30	27 28 29 30 31	24 25 26 27 28 29 30 31
SEPTEMB'R	OCTOBER	NOVEMB'R	DECEMB'R
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4 5 6	1 2 3 4	1	1 2 3 4 5 6
7 8 9 10 11 12 13	5 6 7 8 9 10 11	2 3 4 5 6 7 8	7 8 9 10 11 12 13
14 15 16 17 18 19 20	12 13 14 15 16 17 18	9 10 11 12 13 14 15	14 15 16 17 18 19 20
21 22 23 24 25 26 27	19 20 21 22 23 24 25	16 17 18 19 20 21 22	21 22 23 24 25 26 27
28 29 30	26 27 28 29 30 31	23 24 25 26 27 28 29 30	28 29 30 31

TIME

The 24-hour system is in use on the Western and Pacific Divisions of the Canadian Pacific Railway (all stations Port Arthur and west thereof). By this system the A. M. and P. M. are abolished, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:

EASTERN TIME.—East of Port Arthur.

CENTRAL TIME.—Port Arthur to Brandon, including branches.

MOUNTAIN TIME.—Brandon to Donald.

PACIFIC TIME.—Donald to Vancouver.

Thus, when it is 12 noon at Montreal, - Eastern Time,
 it is 11 o'clock at Winnipeg, - Central "
 " 10 " Regina, - Mountain "
 " 9 " Vancouver, - Pacific "